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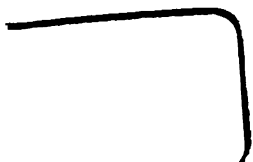


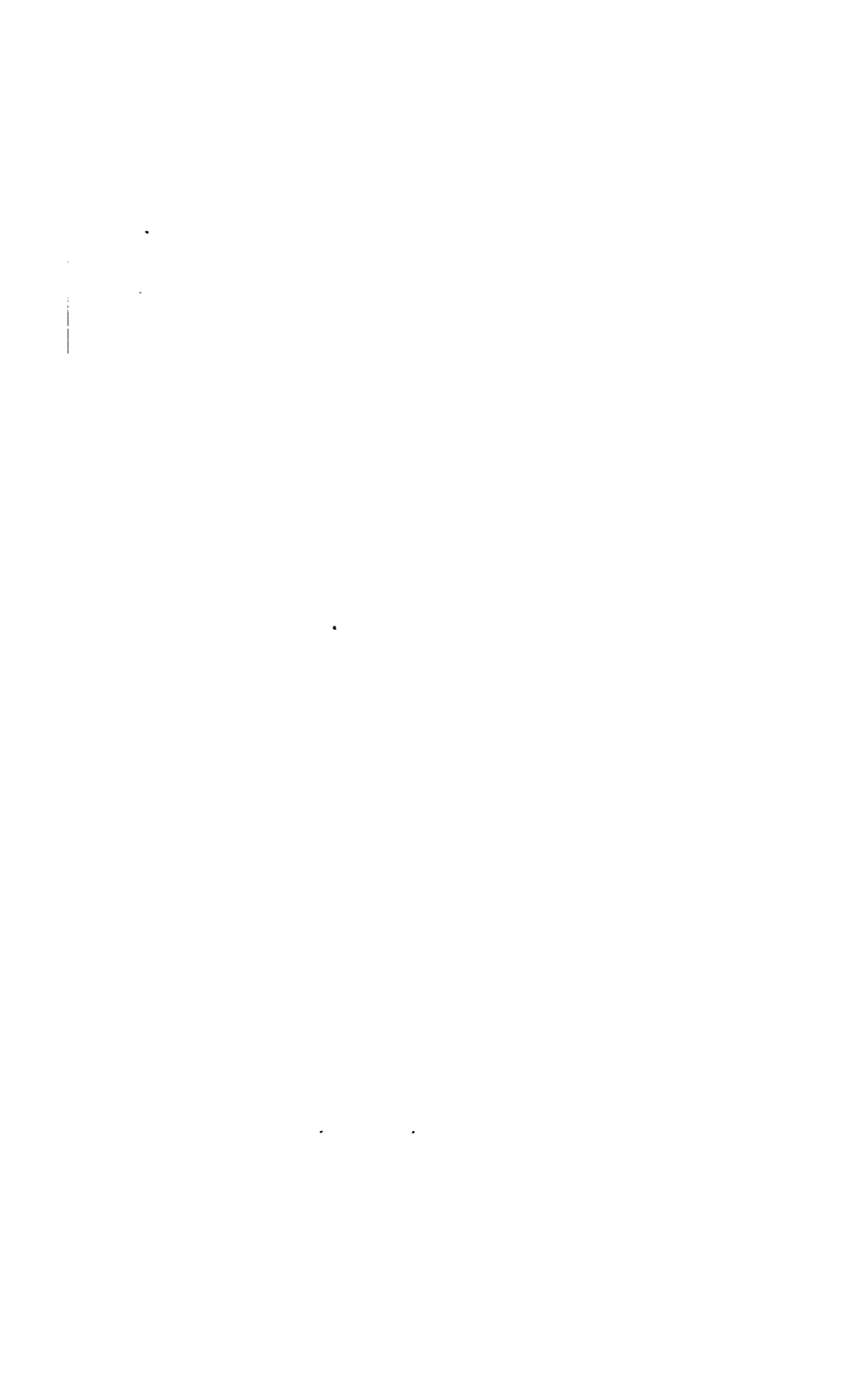


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HAND BOOK
FOR
INDIA AND EGYPT,
COMPRISING
THE NARRATIVE OF A JOURNEY FROM
CALCUTTA TO ENGLAND
BY WAY OF
THE RIVER GANGES, THE NORTH WEST OF HINDOSTAN,
THE HIMALAYAS, THE RIVERS SUTLEDGE AND
INDUS, BOMBAY AND EGYPT;
AND
HINTS FOR THE GUIDANCE OF PASSENGERS BY THAT AND
OTHER OVERLAND ROUTES TO THE
THREE PRESIDENCIES
OF
INDIA.

BY GEORGE PARBURY, Esq., M. R. A. S.

SECOND EDITION.

LONDON:

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DEDICATION.

TO MRS. BENJAMIN HARDING,
WADHURST CASTLE, SUSSEX.

MY DEAR FRIEND,

THE success which has attended this work since the period when it was anonymously addressed to you, now emboldens me to lift the veil which would have preserved your name from discredit, had my first attempt at authorship proved a failure. The permission to dedicate so unimportant a production to you I feel to be no mean honor, yet I could not consistently ask for such indulgence from any other person, as I have only to repeat, that but for your suggestions it would never have had existence.

Believe me very faithfully yours,
GEORGE PARBURY.

Mansfield House, Russell Square.

1st June, 1842.

ADVERTISEMENT

TO THE FIRST EDITION.

THE Author of this little work is at a loss for a better title for it than that of "Hand Book," since it does not claim to rank with books of travels, but is intended as a companion to those who pass along the same route, and who will have the benefit of the Author's experience. Being no votary of the *dolce-far-niente*, and disliking the change from an active mercantile life to that of an idle tourist, he adopted the sensible suggestion of a friend, and noted his observations upon the scenes he passed, and his impressions during the journey, in which, besides finding a complete resource against *ennui*, he collected some volumes of notes. From these records he has extracted the contents of the following pages, in the hope that they may be useful to future travellers. He was further impelled to make them public by recollecting that he was the first party to take the route from Calcutta to England therein described, and by considering that he has practically shown how much may be seen in little more than four months, or in less time than the dull

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CHAPTER I.

RIVER TRAVELLING IN INDIA.

So great a change has lately taken place in the mode of navigating the Bengal Rivers, that a few words on the subject will not, perhaps, be deemed out of place at the commencement of this work.

Until the comparatively recent introduction of Steamers, the only mode of proceeding by water from the Chief Presidency to the Upper Provinces, was by the boats of the country, the principal of which are termed Pinnaces, Budgerows and Bholeos. Unless for very short distances, the small size of the last, renders them in a great measure unavailable; and, consequently, the other two are generally made use of. The Pinnacle is altogether of English appearance, while the Budgerow, with its lofty, raised stern, is peculiarly Indian. These vessels are of all sizes, adapted to the accommodation of an individual, or a large family. It is impossible to give any correct scale of the cost of hiring them, so much depending upon the size, the number of men required, and the length of the voyage. As there is much com-

petition in Calcutta among the boat-owners, (who are principally natives) a traveller has no difficulty in hiring them on fair terms, should he even be not in a situation to avail himself of the advice of his agents or experienced friends. A Dinghey, or small boat for carrying on cooking operations, must be included in his bargain, as also a baggage-boat, in the event of that which he travels by not being sufficiently large to contain his effects. Supplies and stores, comprising liquids and provisions, must be laid in according to the length of the journey contemplated, as it is as well not to depend upon any of the places *en route* for refreshments, except such simple articles as poultry, eggs and milk, since, if obtainable at all, the further the distance from Calcutta, the greater is the expense. The new arrival need be at very little trouble on this head; a clever and honest Khidmutghar (or table attendant, whom it is presumed he possesses) will relieve him of much, if not all.

The tideway extending but a very short distance from Calcutta, the current then invariably setting downward, the only mode of progressing is by means of sails, when the wind is fair and of sufficient strength to make head against the stream, and when otherwise, by gooning or tracking, an operation performed by the greater part of the crew proceeding on shore, and with ropes attached to the mast-head, dragging the vessel bodily along: this is frequently continued from morning to night

the men sometimes having to wade through nullahs, or creeks, more than breast high. The way made per diem, and the probable length of the voyage, may thus easily be calculated, as in the Appendix will be found a table of distances from Calcutta, to the principal stations on the banks of the river. The Indian Government allow their military servants two months and a half for proceeding to Benares, three to Allahabad, five to Meerut, nine to Loodianna, and in like proportion.

The advantages which this mode of travelling has over that by the Steamer are, first, its much greater economy, whether for a family, or two or three individuals sharing in the same boat, as, in both cases, the parties will probably be proceeding to places which they calculate will be their homes for some years, and so be accompanied by baggage, much exceeding that which could be taken in a Steamer; and, secondly, the opportunity thereby afforded them to remain at pleasure, for curiosity or otherwise, at the various places on the route. These are strong reasons in favor of travelling by boats, always provided that expedition be not a vital object; whilst the tedium, generally so much complained of, is much lessened, when two or three are in company; since, early in the morning, before the sun has attained any injurious power, or towards the close of the afternoon, when it has well nigh lost it, a pleasant walk on shore is obtainable, where there will be no difficulty in finding ample exercise

for the gun, though not, perhaps, always what the sportsman would term game.

Before concluding this part of the subject, it would be as well to hint to the tyro, on no occasion to allow his cook-boat to remain far in the rear; being so much lighter than that of the headquarters, there can exist no just cause for its being so, and few things tend more to stir up the bile, than having to wait an hour or two for breakfast or dinner, when returning from a long walk, and expecting to find them on table.

The subject of Steamers comes next under discussion. Eight years have not elapsed since the natives above Calcutta were first wonder-stricken at seeing a "fire-ship," without the aid of sails or oars, boldly breasting and making way against the (hitherto to them uncontrollable) current of their impetuous river, and to judge by their continued manifestations of surprise, up to the present time, and by their flocking to the banks, and leaving their occupations to gaze at the same sight, it is evident that few have yet been made to understand the principle upon which this apparent enchantment takes place. The impossibility of employing steam power on the rivers of the interior, in consequence of their general shallowness, and the shifting nature of the sands, was long and confidently urged. The exposure of the fallacy of this reasoning, is due to the East India Company; and, strange to say, notwithstanding so many years have elapsed since it has been shown,

the boats belonging to the government still alone ply on the waters of the Ganges, though not a month passes without furnishing abundant evidence of the demand existing for a considerable increase. That no efficient or well-organised private company has yet come forward is, indeed, an extraordinary instance of apathy in the Calcutta community.

The management of the steamers has now become an important government department, and under the present able superintendent, (Captain Johnston) the arrangements leave little or nothing to complain of. Though originally established for government use alone, it now never happens that the public cannot also avail themselves of the advantages they offer. On an average, one is despatched every fortnight, announcements being made a week or ten days previously of the day fixed for its departure. Parties desirous to send packages by it, are at the same time requested to register the extent of room they need, the established rate of freight being one rupee and eight annas (three shillings) per cubic foot. On the appointed day, in the event of its being found that the demand exceeds the means of supply, (and it is extremely rare when it does not) the whole of the tonnage allotted to the public is put up for sale to the highest bidders, in quantities of ten, twenty and fifty feet, frequently realizing six rupees per foot, and seldom less than three; parties thus paying from six to twelve times more for the conveyance

of goods a few hundred miles, than the ordinary cost in a voyage from London to Calcutta, a distance of fifteen thousand. Without reference to the quick transit of stores to the various stations between Calcutta and Allahabad, the government effect a great saving by the mere employment of these boats in the safe and speedy conveyance of treasure alone, thereby obviating the necessity of having recourse (in the Lower Provinces at least) to military escorts for that purpose, the fatiguing and harassing nature of which duty has ever been so complained of by both officers and men. Government agents are stationed at every principal place, whose office is to take charge of packages, &c., and see to their proper transmission to their destinations. These functionaries are but slightly remunerated, yet the situations are sought after, especially in large cantonments, as leading to other and more profitable agency business.

But one vessel has been thus far only alluded to, though in reality there is a pair,—viz, the Steamer, or Tug; and the Flat, or Accommodation Boat. The former is employed for the purpose of tugging only, while the latter is devoted to passengers and cargo. In addition to the usual hawsers for connecting one with the other, there is a beam of wood, of great strength, twenty-five feet long, six inches deep, and a foot in width, traversing between two equally powerful short masts, one at the stern of the Tug, the other at the bow of the Flat, to each of which it is firmly secured by chains. This beam is as

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useful, as it is absolutely necessary; useful, as a medium of communication for the crews of the two vessels, without lowering a boat; and requisite, to prevent the numerous injurious collisions which would otherwise take place. Thus, should the Steamer suddenly touch ground, in lieu of her companion behind immediately running foul of her, she sheers gently alongside, the beam keeping her generally at a moderate distance. The length and breadth of the two vessels are nearly similar, about one hundred and twenty feet, by twenty-two; and the draught of water of neither, when loaded, exceeds three feet and a quarter. The accommodation boat, when unladen, does not draw above eighteen inches.

The steamer is of iron, and is propelled by two engines of thirty-horse power each, and, as well as the flat, carries sail. Both are pretty equally manned, a commander, a mate, and some twenty Lascars of different grades, with a guard of eight or ten Sepoys. The pay of the commanders is, of the steamer, 300 rupees per month, of the flat, 250 rupees; but the latter, as will be seen presently, in his capacity of Restaurateur, derives more profit than is equivalent to this difference. The mates have 100 rupees; the latter, being entitled to cabins, by giving them up when accommodations are in demand, may perhaps clear on an average fifty or eighty more. The steamer's fires are never totally extinguished, being slightly fed throughout the night, as, at the first blush of dawn, she is

in motion, and does not anchor until dusk. She takes in coals every two or three days, the following being the depôts: Kutwa, Berhampore, Rajmahal, Colgong, Monghyr, Bar, Dinapore, Ghazeepore, Benares, and Mirzapore; and the commander is instructed to take some at each, thereby making the consumption at all in a measure uniform, and abstracting no more from one than the other, so as not to risk a failure of supplies at either in time of need. The principal stations for delivering packages are the following: Berhampore, Monghyr, Patna, Dinapore, Chuprah, Buxar, Ghazeepore, Benares, Chunar, and Mirzapore. At Buxar, Chunar, and one or two others, the vessel does not anchor, a boat being sent off to take away packages intended for them, while at no place is a longer delay necessary than from two to four hours. This is all the time during which passengers can inspect the passing cities, or exercise their sporting propensities, though occasionally the arrival at a particular place is so timed as to make it requisite to remain at anchor there the whole night.

The cost of each pair of vessels is about a lac and twenty thousand rupees, or £12,000, the expense of each trip to Allahabad and back, little less than £1,300, and the consumption of coal, under eight hundred-weight per hour. The Flat carries four thousand feet of cargo, carefully stowed below the decks.

When these boats were first built, they were named

after the members of council, and other eminent public characters in India. The Court of Directors in London disapproved of this nomenclature, and directed that the designations of the various Indian rivers should be substituted, retaining of the old ones that of Lord William Bentinck alone. This procedure caused no little amusement at the time to the Calcutta lieges.

Passengers' cabins must be engaged at the Superintendent's office, and at some seasons they should be secured at least a month before-hand. There are in all sixteen, divided into classes; viz. three of the first, five of the second, and eight of the third; the usual charges for the entire journey to Allahabad being 300, 250, and 200 rupees, or, for shorter distances, at the rate of six, five, and four annas per mile. (The distances will be found in the Appendix before referred to.) But if a cabin be engaged in Calcutta, however short the distance, two thirds of the full amount will be levied. Charges for the downward passage, which is so much shorter, are only two-thirds that of the upward. The cabins are arranged on each side, and are commodious and airy, though abounding with ants, cockroaches, and mosquitoes. The size varies with the class; the first are twelve feet and a half in length, the second nine and a half, and the third five and a half, all being eight and a half in breadth. The dining-room is in length the entire breadth of the vessel, and twelve and a half feet in width. It divides the

cabins of the third class from those of the first and second, the latter being abaft. The height of all between the beams is six feet and a half, and beneath them five and three quarters. The deck is flush, with a walk from stem to stern. No furniture is attached to the cabins, and whatever baggage the passenger has, must be kept therein ; if sent below, it is liable to be charged as freight. Even then the limit is five hundred weight, so that a passenger in a third class cabin, must be greatly incommoded to carry only a sufficient supply of clothing for a voyage of more than three weeks, when no washing can be resorted to.

No supplies need be taken when adopting this mode of travelling. The hours of refection are, breakfast, half-past eight ; luncheon, twelve ; dinner, half-past three ; and tea, seven. For furnishing these, the commander receives three rupees per diem from each passenger ; whatever may be required at extra hours, or beyond what is placed on the table, is charged in addition. Liquids also form extra charges ; beer at the rate of twelve rupees, sherry and claret at thirty-two rupees, and spirits at twenty rupees per dozen ; these being nearly double the prices at which they are obtainable in Calcutta, the profits derivable from them, and the table-money of twelve or fifteen passengers, at an average of twenty-five days voyage, cannot be insignificant. The commander possesses another source of revenue from the mussulmaun servants, who are fed on board at the rate of four

annas each per diem; one is allowed to each cabin free of cost for passage, but the government charge for all beyond that number is one anna per mile, or fifty rupees from Calcutta to Allahabad; only half that sum, however, being levied for a second servant to a first or second class cabin, when two persons occupy it, which additional tenancy is permitted. This rule, to parties who wish to take their entire establishment with them, is a virtual prohibition of the transit by steam.

Hindoo servants, whose caste forbids their cooking elsewhere than on shore, are landed every evening, when the vessel is brought to an anchor, provided the weather and the proximity to land will so permit. There is no rule against parties taking on board their own wines, but, unless in the case of invalids, who are particular as to the quality, the doing so is scarcely recommended; the saving is in the end of no great consequence, four annas being charged for drawing the cork of each intruding bottle, and the space a stock occupies in a cabin being considerable: it should further be borne in mind, that the small profit derived goes to the commander, to whom, if obliging, (and there are few who, with their officers, are not so) it should hardly be grudged.

One of the government regulations, with regard to steamers, certainly requires revision; it is that against returning any of the passage or table-money, (both, be it remarked, paid in advance) in the event of the boats getting aground at any part of the river; the

government holding itself liable to forward on cargo, but of the personal distress of the passenger, so unfortunately situated, taking no concern whatever. In spite of a well organized system of native pilots, whose stations are not more than twenty or twenty-five miles from each other, accidents of this kind do occur, and boats have on more than one occasion been left high and dry on a sand-bank for weeks and months, until channels could be cut for them into the stream, or the rising of the waters, at the next periodical rains, floated them. During the rainy season, the downward passage is made with great rapidity, seldom occupying more than five or six days, or less than one-fourth of the upward voyage.

CHAPTER II.

CALCUTTA TO ALLAHABAD.

IT may appear unnecessary, after the able works of the late Bishop Heber, Miss Emma Roberts, and others, to dwell at any length upon the descriptions of the various stations and towns which the river traveller will meet with, between the two cities named at the head of this chapter; yet the Author does not feel himself justified in omitting all notice of them, although those eminent individuals have fully described many, since some of the smaller places have not been touched upon. Whenever it may appear to him that circumstances afforded their authors better opportunities for observation than he possessed, he will not hesitate to quote from their works.

It is deemed the best plan to give the incidents arising during a voyage by steam-boat from Calcutta to Allahabad, in the form of a journal, in order that travellers by that mode, (even at other seasons) as well as by common boats, may form by comparison an idea of their own rate of progress, by reference to the table of distances in the Appendix.

August 13th, 1840.—Left Calcutta at seven A. M. against a strong current, the rainy season being now at its height; at which period the wind generally blows from the south-east with considerable power; without this it would be impossible for any vessel but a steamer to make way. At from five to six miles distance, Cossipore and Duckinsore are passed, each containing a few suburban retreats of denizens of the Palatial City.

Two or three miles further, the eye is attracted by the sight of a neat little church, in close vicinity to a range of buildings, forming a recently established refuge for sixty native female orphan children, who are brought up in the Christian faith under the auspices of the benevolent Mrs. Wilson, the Mrs. Fry of the East. This institution strongly claims the attention of the charitable, since it is supported almost entirely by voluntary contributions, upon the extent of which will depend its future existence. No one can doubt its beneficial tendency.

At fifteen miles is the military station of Barrackpore, where five or six regiments of Native Infantry are generally quartered. Before reaching the cantonments, the magnificent park is skirted, the scenery of which will remind the exile of his island home, more strongly than almost any other locality in India, the grounds being extensive, varied in feature, undulating in graceful swells, and interspersed with patches of low wood and scattered trees. At its extremity is the Governor General's country resi-

dence, a place ill adapted for the purpose, the accommodations being by far too limited, notwithstanding the addition of detached bungalows, for the aides-de-camp and other members of the vice-regal court. The Marquess Wellesley, during his tenure of the important office, commenced the erection of a superb palace, intending it to vie with that he had already built in Calcutta; but the Home Government, alarmed at the probable cost, by their urgent remonstrances, induced his lordship to abandon the idea. The walks and drives in the Park are varied and extremely beautiful, and the ornamental gardens are well attended to. It formerly boasted of an extensive menagerie, but some years have now elapsed since, from economical motives, this was sold to a wealthy native. The road to the station is likewise very interesting, each side being lined with noble trees for almost the entire distance. Midway, or eight miles from Calcutta, at a place called Cox's Bungalow, the livery-stable keepers of the Presidency have always relays of horses in attendance, for the convenience of parties who prefer the journey by land to that by water. More than one attempt has been made to run a stage-coach or omnibus between the two, but the result has always been a signal failure.

Opposite, is the neat quiet Danish settlement of Serampore, in which stand forth conspicuously the college presided over by Mr. Mack, and Mr. Marshman's paper mill, the latter being the only establish-

ment of the kind in India, in any respect competing with home-manufactories.

Five hours were occupied in reaching Barrackpore, a distance, under more favorable circumstances, constantly performed in two.

At twenty one miles is Ishapore, the site of the Gunpowder Works belonging to Government; at twenty four, the French settlement of Chandernagore; at twenty seven, Chinsurah; and in succession, about a mile from each other, Hooghly and Bandel. Neither of these places requires any particular notice, though the situations of all are highly picturesque. Chinsurah belonged formerly to the Dutch, but has latterly been ceded to the East India Company. Thus, (without reference to any locality beyond) from the sea to Allahabad, a distance of one thousand miles, there are no places, with the two exceptions just stated, not appertaining to the British Indian Government.

With Bandel, the suburbs of Calcutta may be said to terminate, for it is hardly improper so to style them, considering that they are almost thoroughly connected, for so long a distance, by native villages and hamlets.

Anchored for the night at the junction of the Matabangha with the Hooghly river.

There was no lack to day of sights familiar to all travellers on Bengal rivers; Mosques, Temples, and Ghauts, in abundance; with, sad to say, many of the last in an utterly ruined state. Would that some public spirited native, casting aside the prejudices in

which he has been bred, in lieu of erecting some new Ghaut, or building, by which to perpetuate his name, would put into an efficient state of repair those of his forefathers; for his so doing would redound more to his own credit, and prove much more beneficial to his countrymen! The indulgence of the wish is, however, useless; buildings will again be begun, finished, and then left to take care of themselves, going to ruin like the others, unless looked after by the Government.

Sights equally familiar, but somewhat more exciting, are the bodies of the dead and the dying lining the river's banks, some undergoing cremation, and others awaiting it; while those whose friends have been too poor to act thus legitimately by them, may be seen floating down the stream, with crows and other carrion birds, accustomed to this mode of transport, luxuriously feasting thereon.

August 14th.—At seven o'clock, passed Santipore, the site of a factory and residency during the commercial life of the East India Company, and at nine, Kulna; the latter a straggling place, with extensive sugar-works, giving employment to a vast number of boats, crowding around the Ghaut. Between it and Nuddeah, are various ruins caused by the overflow of the river. Nuddeah is a civil station. The river Jellinghee here flows into the Hooghly; the latter then loses its appellation, and is henceforth called the Bhauguretty, esteemed by the Hindoos the holiest branch of the holy Ganges. Its commencement is

exceedingly tortuous. Anchored near Burgatchea, ninety miles from Calcutta. .

August 15th.—A little beyond Dum-Duma, in making a short cut through a nullah, got aground and remained so for seven hours, thus cutting short our day's progress and enabling us only to reach a short distance from Augurdeep, one hundred and eleven miles from Calcutta.

August 16th.—Beyond Augurdeep, the country presents altogether a much more pleasing appearance, and even should it be on one side wild and uncultivated, it is compensated for by the other offering a varied and agreeable landscape, occasionally a picturesque village, or a splendid spot of cover, where the sportsman might reckon upon bagging game in large quantities.

At seven, passed Dewangunge, a considerable village, with many brick houses, and English park-like scenery at each extremity.

At eight, Kutwa, another large village with numerous ghauts and a coal depôt, beyond which the small river Adjæe empties itself into the Bhauguretty.

At twelve, the Plains of Plassey, the name of which will recall to the reader's memory the memorable battle fought there in 1757, between the celebrated Clive, and Seraj-ood-Dowlah, the Nawaub of Moorshedabad, when the latter was completely routed, though in command of a force twenty times greater than that of the British, and with almost as large a numerical superiority in artillery. Kutwa also, six

years subsequently to the affair of Plassey, witnessed another triumph of our gallant forefathers, over Cosim Ali and his followers.

Scenery, throughout the day, agreeably diversified. Anchored between Komeerpoor and Rungamuttee, one hundred and fifty two miles from Calcutta.

August 17th.—Rungamuttee was until lately the site of one of the East India Company's silk factories; nearly opposite, a high red bank extends for a mile along the river, the immediate neighbourhood of which is noted for abundance of game. At nine, came-to, off Berhampore.

This station was formerly the gayest of the gay; it is now pronounced the vilest of the vile, and few who are quartered there would not willingly exchange it for any other in India. Its situation is so low that much of the land is beneath the present level of the river, scarcely a house being more than a foot or two above it; while, being surrounded by marshes, and superabundant foliage, it is one of the most unwholesome spots that can be found; yet, strange to say, recruits fresh from England are more frequently sent there than to any other place, without regarding, as it would appear, the loss to the East India Company, both pecuniary and otherwise, which is inevitably the result. Apart from these considerations, from the river it is strikingly beautiful, and there are few who would not admire its elegant esplanade, and the extensive square or parade ground formed by its barracks; at the same

time sighing, perhaps, to perceive, by the numerous monuments peering from the walls of its burial ground, the mortality to which its inhabitants must have been subject. There were quartered at the station, a regiment of Native Infantry, a detachment of foot artillery, the depôts of Her Majesty's 26th and 49th regiments, besides civilians, and medical men. Among the extra population at this moment may be counted, the wives and children of the men belonging to the Queen's Corps, just named, they being on service in China. Berhampore has always been noted for its ivory and silk manufactures, but the specimens generally brought for the inspection of parties travelling past the station, will give them no favorable impression of the excellence of the workmanship in either.

Scarcely divided from it, is Cossimbazar, but a few years back unrivalled for its extensive silk business; this is now all but at an end, as, in consequence of the extinction of the East India Company's trading charter, their factories, here and elsewhere, have been abolished or sold. The country about Cossimbazar is said to be, for the growth of silk, next in importance to China itself.

Contiguous again to it, is Moorshedabad, the capital of the district of the same name, and the metropolis of Bengal, until it paled before the rising glory of Calcutta. It has always been, and still is, extremely populous, extending for several miles along the river's margin. "The city itself is wretched in

the extreme, a mass of poor and mean sheds, some having the walls built of mud, others of the bamboo split and interwoven, there being only a few brick square-built houses of one story, with flat roofs. The streets are narrow and filthily dirty," and even the mosques and temples are inferior to those of most other cities of equal magnitude. It is the residence of the Nawaub. The splendid palace lately erected for him under the auspices of the Government, and the superintendence of its chief engineer, General Mc. Leod, has been pronounced by a competent judge, to be the most chaste, elegant, and magnificent building erected by the British, since their occupation of the country. Of this the English public have an opportunity of forming a judgment, as a very accurate model has been recently brought home by the general, and is now in London. Its immensity will perhaps be the first point that strikes the beholders. It is called the *Eina Mahal*, and is intended as a substitute for the Lall Bhaug, the old brick-built residence of the ancestors of the present prince, and which certainly but ill corresponds with the wealth and station of their successor. A fine view of the palace is obtained from the river, and those who profess a knowledge of such matters, say, that its proximity thereto makes it highly probable that, in the course of a few years, the insidious flood will wash it away altogether. In the grounds between it and the stream, is a perfect gem, in the shape of a small mosque, or Kiosk, upon which the eye will

rest with more prolonged admiration, than on its massive neighbour. The Nawaub is partial to aquatic sports, and has many boats opposite to his palace; most of them are of great length, and built on the model of those of the Burmese, being propelled by a numerous crew, with short paddles, and capable of moving with extreme velocity.

August 18th.—At eleven passed Jungypore, formerly one of the Company's principal silk factories, the extensive nature of the business at which is still evident, from the numerous existing buildings, and the great space of ground they occupy; a portion of the trade is now carried on by private speculators. This is a station for the collection of river tolls, from which the Government derives a considerable revenue. In the vicinity, a glimpse is caught of the blue outline of the Rajmahal Hills, a great relief to the eye, after the unvaried flat through which we have been progressing for the last six days, the scenery around being also unusually interesting, and presenting some magnificent specimens of the Peepul tree. Beyond this, the country is much flooded, and the sight of the natives, traversing what appear to be extensive lakes, with the water scarcely reaching to their knees, is not a little ludicrous. Beyond Sootee, two hundred and ten miles from Calcutta, the country again becomes flat, and the river is studded with verdant islets, thronged as usual with water-fowl. An hour before anchoring, we emerged from the Bhauguretty into the mighty Ganges.

No one, who has not seen an Indian river at both seasons, can form a conception of the difference they exhibit during the freshes (or the flow of melted snow from the hills, combined with the periodical rains), and at other periods. That which is now a broad noble stream, rushing with a rapidity unknown in many other countries, becomes, when the inundations have ceased, hardly worthy of a more lofty title than that of rivulet, and incapable of affording free passage to vessels of a greater draught than a few inches.

Opinions are divided as to the most agreeable time of the year for making a voyage on the river; but, apart from the consideration of time, it must strike most people that it is this; for, in order to avoid the strength of the current, generally most powerful in the centre, we, whenever it is possible, go in-shore; and, as it has been our fortune, when there has been an agreeable side, to have the option of taking it, instead of the other, we have been thus tolerably close to all that was worth seeing; whereas, in descending the river at this season, though the passage is extremely rapid, the middle of the stream is usually kept, and the view of the country on either side is very indistinct; while, in the dry season, the mouth of the Bhauguretty is altogether closed, and the steamers go by the Sunderbunds, losing the sight of Barrackpore, Berhampore, Moorshedabad, and indeed every other place on the route, until the Ganges is entered; this loss is ill-compensated for

by the dense masses of jungle, which almost alone form the scenery by way of the Sunderbunds, besides which it is nearly one hundred and eighty miles further than by the direct river, and so saving but little, if any, time. Again, when the Ganges is attained, the bed is so low, that on each side the eye is greeted by nothing but high banks of sand and mud, shutting out almost every view of the country, whereas, should there be any wind, the voyager is enveloped in clouds of dust, and upon descending to his cabin for protection, he finds the thermometer probably ranging between 95° and 110°.

August 19th.—The current so strong, that for two hours we made no way whatever, the tiller of the steamer breaking into the bargain, and compelling us to anchor for three hours while it was repaired; being subsequently obliged to go in shore and obtain the assistance of at least fifty natives, who attached themselves to ropes, and pulled us round a point, against which the stream set with great force. Our aids, on this occasion, were the Dhangars, or Hill Coolies, about whom so much discussion has lately taken place in India and England. They were attachés of a neighbouring Indigo factory, and certainly a most savage-looking race; they are powerfully made, black as negroes, and their hair not very dissimilar to that of the Sons of Africa. Country, to day, marshy and uninteresting.

August 20th.—At this time probably the river is at its height, and though a distressing, it cannot be called

an uninteresting scene, to behold one vast lake all around, and pass village after village, with huts, corn-ricks, trees, cultivated fields, cattle, and even human beings, apparently growing or rising therefrom.

These people are an extraordinary race ; for, although year after year their property thus suffers, they continue located in the same spot, and should their huts be even washed entirely away, they will invariably rebuild them. The cost of so doing, it is true, is, for the best of them, but eight or ten rupees ; else, by a recurrence of two or three such misfortunes, they would be utterly ruined. Such is the fixedness of their principle to hope against hope, that they will not desert their habitations until the last moment, and many will be found sitting on their roofs, with the water still rising all around them, and their determination to perish with their homes has frequently appeared so evident, as to compel the magistrate to despatch a police force in boats, to convey them out of danger. The women are more remarkable than the men for this extraordinary love of home.

While a spot remains uncovered of these inundated villages, it is the resort of snakes and rats in vast numbers, and in a space of fifty yards, they will be so congregated as to render the advance of a step almost impossible without coming in contact with them. Each village has its granaries, the floorings of which are raised considerably above

the ground, and the first care, upon the waters rising, is to remove their contents into boats, yet the rapidity of the flood is frequently so great, that even this cannot be done, and all is washed away: thus adding to the distress of the inhabitants. Occurrences like these will not, however, cause secessions from the much-loved spot; if they are argued with, the answer will be, their fathers lived there and so must they, though probably their long experience of the fertility of the land, after the floods have subsided, may be a cause of this obstinacy, as well as their adherence to ancient customs.

The changes produced on the face of the country by the inundations, are incessant, and indigo planters and others, whose property lies upon the banks of the river, are frequently great sufferers; the case not being very uncommon of an individual, when going over his lands at sunrise, finding, in place of what he had at sunset left valuable cultivated fields, nought but one sheet of water. Another party again may, in the course of a few weeks, find a considerable addition to his estate, by the throwing up of a *chur*, or sand-bank, the material of which may have been carried from the grounds of some less fortunate neighbour; or by the sudden retiring of the river from a large space which had for some time previously been its bed. The constant, though gradual washing away of high banks, is almost too common to be noticed, though many lives have fallen sacrifices to the suddenness of its occurrence.

It seems almost absurd to call by the humble name of Nullah, the broad expanses of water over which we constantly make our way, and yet that is in reality almost too important an appellation, since in six or seven weeks from this time, many, now considerably more than a mile in breadth, will have become so petty that a boy will easily jump across them, while the beds of others will be perfectly dry. The fall, when it once commences, is so rapid, that boats anchored at night in ten or more feet water, will occasionally in the morning be high and dry, and have to remain so, until the freshes of the next season relieve them.

At three, anchored off Rajmahal, and having to take in coals, remained there for the night. The passengers availed themselves of this stoppage to go ashore, some to shoot, and others to examine the ruins of the Palace, though the space for sport was somewhat circumscribed by the waters being out in every direction a quarter of a mile from the village.

The ruins in question would seem to indicate the existence in past times of an immense structure, extending little less than a mile along the river, and according to tradition, much more. The palace was built in the year 1630, by a brother of the Mogul Emperor Aurungzebe, named Sultan Soojah. The part in best preservation, is a vaulted chamber, immediately overhanging the river, and opening to it by three arches, supported by pillars, all of black slate-like marble, corresponding with three similar

arches of the same material on the land side. On each side of the hall, is another smaller apartment, likewise opening to the river, and approached by single arches. The inspection of other ruins of mosques, gateways, terraces, and court-yards, would employ every moment of the traveller's time, while on the Calcutta side, are the remains of a most extensive caravanserai, a conspicuous and exceedingly picturesque object from the river. A great portion of the black marble, once so plentiful, has been carried away to adorn other buildings; the hall of Government House in Calcutta is paved with it, and the Nawaub's Palace at Moorshedabad is equally indebted thereto.

There are no European residents at Rajmahal; the native population is very numerous, but neither their bazaars nor habitations are worthy of commendation. It was once the capital of Bengal, at a time when any place was dignified with the title of metropolis, at the caprice of the *de facto* ruler of the country, and even in our own time, it has been deemed an important military station.

Tigers, hogs, wild deer and other game, abound in the vicinity, while the ruins are overrun with snakes.

The scenery of to-day was varied and agreeable; the tamest Indian landscape cannot well be otherwise indeed, when backed by such hills as those of Rajmahal, covered with verdure to their very summits, although that verdure may be but a jungle. They separate the provinces of Bengal and Bahar.

August 21st.—At one, by the aid of a strong favorable breeze, rounded, without the usual difficulties, the bluff point of Sickreegullee (the dangerous pass), eighteen miles from Rajmahal; on the eminence above which, according to Bishop Heber, are the remains of a Mahommedan saint, one of the conquerors of Bengal. The stream makes round this point with considerable velocity; it is the termination of a spur from the Rajmahal hills. Very heavy gusts of wind are occasionally experienced in the neighbourhood, steamers even at times being obliged to remain two or three days at anchor.

The breadth of the river at this spot is at least five miles. In the height of the rains it is no easy matter to define the actual width of the bed of the Ganges, since the country is so entirely flooded, that it has the appearance of an extensive lake rather than of a river, and the eye constantly embraces an expanse of water of from eight to twelve miles from side to side.

Before reaching Sickreegullee, a cataract, called the Mootee Jurna (or Fall of Pearls) appears; it is, comparatively speaking, now but insignificant, though it must, from its bed, have been formerly very fine.

Properly speaking, the Rajmahal hills terminate at this point, and a new range, called the Teryagullee, commences; but the division is not perceptible, and they are both more generally known by the former appellation; in height they do not exceed five or six hundred feet. The tiger and wild hog

abound in them, while the rhinoceros is occasionally met with, and of feathered game there is a great variety. The domestic buffalo is every where common. The partiality of these animals for water is very great, and they will remain for hours together at the edge of the river, the upper part of their heads alone exposed above the surface. They are used by Indigo Planters and others for beasts of draught, but the cow is most prized, as the natives derive a large revenue from the milk, whence their ghee is produced: their average value is twenty rupees. Drove^s of them are constantly met with crossing the river, seldom with more than a single driver to a dozen, who attaches himself to the last of his detachment, supported by the tail, or sometimes perched on the back, and by voice and gesture urges them over.

At Peerpointee, where we anchored for the night, are some picturesque ruins, but, as usual in India, almost hidden by the luxuriance of the foliage. This place takes its name (says Bishop Heber) from a Mussulmaun Saint, there buried. Country, to-day, for the most part, flooded and uncultivated, with very high jungle.

August 22nd.—Beyond Peerpointee, the Koossee River empties itself into the Ganges. At nine, reached Puttur Ghatta, a particularly pleasing hillock. On its face, in the midst of abundant vegetation, is a small temple dedicated to the goddess Siva, with two or three humble residences for her priests.

Below them is the entrance to some caves, which are said to extend a couple of miles, and this is the least fabulous of the wonders attributed to them. Between this and Colgong, a distance of six miles, the scenery, comprising hill and dale in every variety, may really be called beautiful. The Rhine cannot, along its whole course, boast of more picturesque objects than the three verdant rocks rising from the bed of the river at Colgong; they are about two hundred yards from the right bank, and are composed of irregular masses of various kinds of granite, the principal one being above eighty feet in perpendicular height.

The material alteration in the course of the river may be imagined from the fact, that hardly more than half a century has elapsed, since they were considerably remote from it. Among the trees and shrubs, which overspread them even to their summits, some Hindoo devotees have built their huts, and the interstices of the stone are the resort of pigeon and water fowl. In this neighbourhood are hidden rocks, and in other respects the river is dangerous, requiring much caution from navigators. Few travellers will fail to notice the indifference which many Indigo planters, and other Mofussulites, evince as to the external appearance of their mansions; the want of a coat of paint, or whitewash, giving them a ruined appearance. The only object which injured the *tout ensemble* of the scene a short distance from the Colgong rocks, was a house of this description. Anchored a few miles from Bhaugulpore.

August 23rd.—Reached Bhaugulpore at ten, and remained some hours. An idea of the extent of the Ganges may be formed by simply stating, that here, though six hundred miles from the sea, it is, during the rains, scarcely less than eight miles in breadth.

Bhaugulpore is a civil station, and noted like Berhampore for its silk manufactures; also for Baftah, and Tusser; the former a coarse linen, used for linings, the latter, a light brown silk of a common description, which has of late years, all but superseded canvas and whitewash for the larger kind of punkahs. Colonel Francklin ingeniously supposed the ancient Palibothra to be in this neighbourhood. There is a monument here to Mr. Cleveland, a philanthropic servant of the East India Company, who died in 1784, which is well worth visiting; not on account of any architectural beauties of which it can boast, but from respect to his memory, and in acknowledgment of the eminent services he rendered to his adopted country. He did much to introduce civilization among the wild residents of the Rajmahal hills, and to abate the feuds which existed between them and the lowlanders. His memory is still revered, and his tomb honored, by the descendants of both parties. Mr. Cleveland was the founder of the present corps of Hill Rangers. There is more than one curiously peaked hill here: Mandar, for instance, which is a place of Hindoo pilgrimage. The opium gholah is a conspicuous object from a distance.

August 24th.—At nine, passed the lofty point of

Jungheera; on the summit is a remarkable Mussulmaun tomb, beneath which, according to the popular impression, there is a large treasure buried. The local authorities have, it is said, on more than one occasion, signified their intention to test the truth of this report; the natives having, however, protested against such sacrilege, their representations to government have been successful, and the matter remains a mystery. But who can doubt that superstition will ultimately succumb to curiosity and avarice?

Close to the point, but above a hundred yards from the mainland, is the Faqueer's rock, somewhat larger than those of Colgong, but in other respects similar to them, being, like them, crowned with the richest foliage. The greater part of the cliff is covered with sculpture, referring to the Hindoo Mythology; and of remote origin. On the summit is a temple, surmounted by a small spire, below which resides the presiding divinity of the stream, in the person of a Faqueer, an unusually disgusting specimen of his universally disgusting class. This man levies a toll upon every native going up or down the river, few of this superstitious race being able to divest themselves of their fears of wreck or other calamities, with which they are threatened if his demands are not complied with. His riches are calculated at above a million sterling, and besides much land, he possesses, it is said, at least one hundred thousand buffaloes. What truth there is in these reports it is impossible to say.

There were signs to day of a fall of the river, many churs and sand-banks being perceptible; should this continue, we must cease availing ourselves of the short cuts through nullahs, which we now do whenever practicable.

At Sooltange, a mile from Jungheera, is an Indigo factory. The house is situated on the face of the hill; extending in front, are English park-like grounds, the works being all but hidden in the valley beneath. Beyond, the Kurruckpore hills appear; they are perhaps three hundred feet higher than those of Rajmahal and Teryagullee; but, like them, are shoots from the Beerbhoom range to the westward.

Reached Monghyr at three. It is a beautifully situated town. At the entrance is a crowded burial-ground, many of the monuments in which are tall and elegant. The remains of the once important fortress border the river, many portions of which are still in good condition. In former times, it was a place of great strength and importance, and of vast extent, being little short of two miles square; a deep ditch, of fifty feet in width, surrounds it on the land side, while on the north, it is protected by the river. About the vicinity, are scattered various fine-looking houses, each in its own grounds; and there is one on an eminence, belonging to the chief civilian of the place, which for size, regularity of architecture, and picturesque situation, can scarcely be matched in Bengal. Monghyr is an invalid sta-

tion, and has a lunatic hospital; its salubrity is highly estimated. The East India Company formerly allotted a certain portion of land in the neighbourhood, as a bonus, to each invalid soldier. In course of time, these grants amounted in the aggregate to a large territory, and being principally at the base of the Kurruckpore hills, comprised some of the finest land in the Province. The revenue suffering considerably, the injudiciousness of the measure became apparent, and it was abandoned; the soldiers being pensioned instead. The town is famous for tailors and gardeners; its manufactures, indeed, are altogether of a very miscellaneous character; including furniture of all kinds, particularly ladies' writing tables, rough but cheap pistols, guns, and rifles; the latter varying from twenty to thirty rupees each, more suited, perhaps for show than use; fans, table-mats, straw hats and bonnets; necklaces and bracelets made of a black wood exactly similar to jet, &c., &c. Crowds of vendors of all these articles thronged the vessel during the two hours of her stay.

Steam navigation has done no little injury to Monghyr and other towns, by allowing so little time to the numerous passengers taken up and down the river, to stop and make purchases. In the good old budgerow and pinnace days, no person ever spent less than four-and-twenty hours at Monghyr and many other places on the route upwards, and a considerable expenditure of rupees was generally the consequence. The promontory, on which Monghyr

stands, forms a species of harbour, and a refuge for boats against the violence of the current outside.

Distant five or six miles from Monghyr, are the celebrated springs of Seetacoond ; there are three in close proximity, but with these remarkable variations, that one is hot, another cold, and the third chalybeate. The temperature of the hot spring ranges between 90° and 136°, at different times and seasons. The water is much prized for its purity, especially for sea-voyages, and large quantities are sent to Calcutta for passengers home-ward bound, as well as for some residents, who will drink no other.

Left at five, anchoring near Russulpore, three hundred and seventy-nine miles from Calcutta.

August 25th.—At eleven, passed Soorajgurra, a large native village, with several *muths* or temples. Interesting scenery before and subsequently. For many miles, a strip of land, on which is the post road from Monghyr to Patna, separates the main river from a very extensive nullah, running parallel therewith; beyond that are two ranges of the Kurruckpore hills, of different elevations ; the country highly cultivated, and soil particularly rich. The villages in this neighbourhood do not seem to have suffered much from inundation ; they appear populous, and the inhabitants happy.

Anchored eighteen miles beyond, at Deriapore, another large village. Between it and Soorajgurra, a few years ago, a heavy squall of wind overtook a fleet of the East India Company's opium boats, when

twenty were entirely lost, the value of the cargo in each being estimated at ten thousand pounds.

This part of the country is noted for the great quantity of grain it produces ; the fields are now covered with the tall and graceful maize, each having its sentinels perched on their bamboo watch-towers, who, with the free use of slings and stones, accompanied by unceasing vociferations, effectually frighten away the birds. The castor, teel, and other oil seeds, are also freely cultivated ; the castor seed, growing, indeed, no where else but here and at Bhaugulpore. The Ghauts are crowded with boats, amply testifying the thriving trade carried on.

August 26th.—Several small villages succeed Deriapore, well raised from the river ; but the huts and their inhabitants are exceedingly dirty. Some unusually large trees, including the wide-spreading banyan, grow on the river's bank, much of their lower stems being immersed in the flood. In this vicinity scarcely a hamlet does not possess its native school, the noisy mode of teaching adopted in them being not a little remarkable.

At noon, reached Bar, passing, at its outskirts, the ruins of a large caravanserai, a portion of the brick walls alone standing.

Bar does not present a very prepossessing appearance from the river, and no Europeans reside there ; a brisk trade is, however, carried on among the natives, and both houses and inhabitants seem very numerous. While the steamer was taking in fuel,

a tribe of tumblers, jugglers, singers, and other itinerant mendicants, performed a variety of fantastic tricks for our amusement and their own profit. Bar, and indeed the Province of Behar generally, is notorious for beggars, who form a distinct class of inhabitants, and are found to be of much greater annoyance to land travellers, than they are to those by water. The current was so extremely violent round the bluff point on which Bar is situated, as to defy even the powers of steam, and recourse was once more had to additional assistance from one hundred natives, not, however, until the vessel had bumped ashore beneath the verandah of the village Zemindar, disturbing him from his afternoon's siesta, and not a little alarming the ladies of his Zenana.

August 27th.—Between Phoolbarrea and Futwa, the latter of which was passed shortly after noon, are the remains of an extensive saltpetre manufactory; upon its becoming an unsuccessful speculation, the proprietor terminated at the same time his earthly and commercial career, and no one has since embarked in it. The table-linen procurable at Futwa, is remarkable for its cheapness and good quality. Immediately beyond Futwa the River Pompon flows into the Ganges, being crossed a quarter of a mile before the confluence, by what was originally a very substantial stone bridge, though now somewhat out of repair.

In less than a couple of hours, the outskirts of Patna, or Azimabad, commence, and, with the city itself, extend along the river a distance little less

than eight miles. Mosques and temples of all sizes and descriptions everywhere abound, and there is scarcely a point jutting into the river, between it and Bar, without a small open pagoda, with light and elegant columns supporting a cupola. Great pains are taken, by driving piles of wood, and by other means, to protect these from the incursions of the river; but such efforts will, in all probability, ultimately prove futile.

However much the appearance of the suburbs may impress the river traveller with an idea of the magnitude of the city and the extent of its population, its importance in point of wealth will not be equally apparent; for nearly two miles, the huts, though closely packed together, are scarcely superior to those of the inundated villages lately passed. In that large space, a brick-built building, as some change to such drear monotony, is very rare, some extensive gardens, and the ruins of a palace, being the only relief to the eye. To these succeed a few houses, mostly enclosed within high walls and belonging to rich natives; then the opium granary and cutcherry; after which, this want of variety, and the former symptoms of inferiority, can no longer be complained of.

The custom, existing among the poorer class of natives, of throwing their dead relations into the river, has already been incidentally alluded to; and the subject cannot but be again noticed, while writing of a city, at which it has not been unusual,

in times of deadly sickness, so to dispose of as many as four hundred in a single day. No Hindoo, who can afford to pay for sufficient wood to burn his relative, will omit doing so; the poverty of the great bulk of the inhabitants may consequently be conceived from the foregoing fact; indeed, it is not uncommon to meet half-burnt bodies floating down the stream, caused by an original miscalculation as to the quantity of fuel which the funds possessed by the survivors, would procure, and their consequent expenditure before the obsequies were completed. No one can be on a Bengal river a single hour without meeting these nauseous objects, of every variety of colour, and in all stages of decomposition.

Patna is the principal opium station in the country, and is a great emporium for rice, table linen, wax candles, and—singing girls. It is the chief city of the Province of Behar, and was the scene of the memorable murder, in 1763, of the British Resident by the Nawaub of Lucknow, in memory of whom there is a handsome monument, in the shape of a pillar, erected in the churchyard.

Succeeding, and indeed not separated from it, is Bankipore, where are the bungalows of a large body of civilians, whose duties render a residence here necessary. They are for the most part pleasantly placed a few hundred feet inland, with neatly laid out grounds, reaching to the river's edge.

At Bankipore, a most conspicuous object is a building in the form of a bee-hive, nearly a hundred feet

in height, and with walls twenty feet in thickness at the base ; a double flight of steps outside leads to the summit, which the late Earl of Munster on one occasion ascended on horseback. It was erected about fifty years ago, and was intended as one of a succession of immense corn granaries, to provide against famine or scarcity. Many causes co-operated to make this first attempt the last ; one of them being the fact, that, large as was the building, it would not contain a week's consumption of grain for so immense a province as that in which it is situated ; another, the liability of the contents to ferment and blow it up, notwithstanding its massiveness ; and, finally, the doors from which the grain was to issue, being made to open inside instead of out : the place has since been used for various other purposes.

Facing Patna are many marshy islands and shifting sand-banks, and on the opposite side is Hadjeepore, famous for its fairs and races : the present course has only been formed within these two or three years, the previous one having been washed away by the River Gunduck, which here flows into the Ganges, leaving only the bungalow, occupied as the race-stand, untouched. This has since been made over to some members of the Moravian mission, who superintend the manufactory of shoes therein, on a large scale. The current is generally too strong at Patna to allow of the steamer remaining to deliver her cargo, which is consequently carried on to, and despatched from, the neighbouring military station

of Dinapore. Between the two, we came to an anchor for the night.

August 28th.—Two or three miles from Dinapore is Deegah, where most of the bungalows belonging to Europeans who are not called upon by duty to reside in cantonments are situated; this, in conjunction with Bankipore, almost connects Patna and Dinapore, though the extremities of the two stations cannot be much less than twenty miles apart.

There are few who have been in India to whom the name of Deegah is not familiar, as the site of what was once perhaps the most splendid farming establishment in the world. Ten years ago, under the late proprietor, Mr. Havell, the extent of its business was enormous; it was one of the lions of the country, and every thing that came from it was renowned. It now exhibits but a melancholy skeleton of its former importance, though still considerable enough to be worthy of a visit.

As at Patna there are no military, so at Dinapore there are no civilians. The latter is an important station, being seldom without a Queen's corps, and three or four Regiments of Native Infantry, besides artillery. The cantonments are therefore necessarily large, and generally esteemed good, the area of the square formed by the barracks and lines of the royal troops is very extensive and handsome; while the Native lines are equally considerable. Like Monghyr, Dinapore possesses a small harbour, formed by a creek of the main river, wherein great life

and animation are exhibited. It is as celebrated as Patna for table-linen, and famous beyond all other places in India for its capital leather, of which a vast quantity is used. A pair of Wellington boots, little inferior in appearance to those made in London at ten times the cost, can be here purchased for two rupees; and shoes and slippers in the same proportion. It must be confessed, however, that they are only fit for a country where walking is not a customary exercise; for were they thus applied, and in wet weather, they would hardly last a week.

Beyond Dinapore are other bungalows similar to those of Deegah. Eleven miles further, the important river Sone flows into the Ganges. At their junction is Moneah, remarkable for the splendid mausoleum of Merkdoon Shah Dowlah, a fine specimen of Mogul architecture; in the vicinity also are some very interesting Hindoo ruins; but none of these can be seen from the river, and an especial stoppage must be made if they are to be inspected.

At night, anchored off Chuprah, the approach to which is highly picturesque; houses, huts, and abundant foliage, being for some miles indiscriminately mingled, and the banks being altogether higher than any yet met with. The situation of Chuprah is in every respect agreeable. It is the capital of the district of Sarun, and the first place of any note situated on the left bank of the river. During the dry season, boats do not approach it by some miles.

August 29th.—The bluff point of Revelgunge is

between four and five miles from Chuprah, near which the waters of the Ganges are increased by their union with those of the Dewah or Gograh river. At this spot, the former puts on the appearance of a perfect sea.

Revelgunge has now no European residents, the Invalid Pensioners formerly dwelling there having left. Of several mosques and temples, two or three are apparently worthy of examination. It is a famous boat-building place, second perhaps to few in India; the shore being covered for two miles with the materials for their construction.

The native or country boats are well deserving of a passing remark. Their heads and sterns rise almost invariably far out of the water, and the rudders of the large ones are of immense size, and always of a triangular form; they are well adapted for the particular navigation to which they are devoted, and people, learned in these matters, say that European builders might occasionally take a hint from these seemingly clumsy and unsightly craft. They bear a great variety of names, as often from the places at which they are built, as any other cause, the principle of their formation scarcely varying. They are further designated according to the number of maunds they carry, and generally range between one hundred and twenty-four hundred. A nautical maund is equal to about seventy-five English pounds, and thirty maunds go to the ton; thus a hundred-maund boat is equal to three tons and a third, and so on. The complement

of men is three to every two hundred maunds. With a fair wind, they sail well, easily beating the steamer, and when it fails, they are tracked along shore by the crew, against the current, or drop down with it. Each carries three sails on its single mast, the general tattered condition of which excites no little mirth in all who for the first time see them, combined with wonder how it is possible they hold the wind, or get along at all. The principal sail is of extraordinary size, and it is perhaps well that it is so mere a web, for otherwise a breeze of more than ordinary strength must force the vessel under water. It is evident that the budgerow form of boats, of which the foregoing is a description, is more adapted for river purposes than the pinnace; the latter being now rarely built, and fast falling into total disuse. Their hire may be calculated at three rupees per hundred maunds per mensem, and that of the men from five to six each in addition. Putting value and size out of the question, the lordly Thames bears not on its bosom a greater number of craft than does the Ganges.

Alligators (especially the Guryal) are very plentiful, but the sand-banks on which they delight to bask being now covered, they are rarely seen. The river is however thronged with monsters of a yet more terrific species,—the river Thug differing in no way from his brother of the land, but in the scene of his operations. Through the energetic and laudable efforts of government, the atrocious deeds of this race

of men become each succeeding year more rare ; yet they are very far even now from being at an end, and no one who moves about in India can fail to hear repeated instances of crimes that make the blood run cold. The books published on this subject do not contain a hundredth part of the dreadful cases that have been within these few years brought to light.

The river abounds with turtle of a large size. That useful bird, the Adjutant, is still common, and several varieties of the Stork species are at all times to be seen. Scarcely a native of these districts, who has arrived at man's estate, but walks with a thick bamboo pole, a foot longer than himself, as his protecting companion,—and as the extremity is covered with brass or some other metal, and heavily loaded, it becomes a most formidable weapon in the hands of a strong man. Anchored near the village of Bouj-pore.

August 30th.—At nine, passed the village of Bhulea beyond which the Surgoo river flows into the Ganges, and in five hours afterwards, came to off Buxar. The stream is here particularly confined, more so indeed than at any other place between it and the sea, yet the current proved of less than average strength.

Buxar is the site of a celebrated victory gained in October, 1764, by the British forces under Colonel Munro, over the united armies of Shuja ood Dowlah and Meer Cossim Khan, when the latter left on the field 6000 men and 130 guns. Notwithstanding it is

one of the Government Stud stations, where all the horses used by the cavalry and artillery are bred and reared, it is a dull and lifeless place. The stables, as well here as at Kurruntadee, on the opposite shore, are extensive ; but the bungalows are by no means spacious or handsome. The banks of the river are high, and the scenery interesting. Buxar is a station for invalids, besides whom there are no European inhabitants, except those appertaining to the Stud. The former garrison the fortress, the commandant of which also belongs to the invalid establishment. In it are various mosques, some adorned with numerous minarets.

Beyond Buxar are two or three ruined forts, and then the village of Chounsah, and the junction of the little Kurumnasa with the main river. Anchored for the night at Beerpore.

The Babul is certainly one of the most beautiful trees in India ; the uniform sinuosities of its trunk, the fairy elegance of its branches, its black stem, in contrast with the intense green of its foliage, fully justify this title. It is seen in great abundance. Next to it in beauty is, perhaps, the Tamarind, their leaves at a distance being not dissimilar. The banks of the river present hardly any other cultivation than maize, varied occasionally by patches of sugar-cane.

August 31st.—After passing Mahmoodabad and Ghospore, at each of which are extensive Indigo factories, Ghazepore is attained,—the Gulistan or rose-

garden of India, and the principal emporium for the fragrant distillation from that exquisite flower with which some thousands of acres of the neighbouring lands are always planted. The bungalows of the European residents, and huts of the natives, are here much more intermingled than at any other place which has been passed. At the commencement are several temples, some of them actually owned by Faqueers, and beneath them, in the open verandahs, many of these hideous fanatics may be seen, squatting, or sleeping, in all their naked deformity. But the most conspicuous object, on approaching Ghazepore, is Cossim Ali Khan's palace, built by the Emperor Aurungzebe. "It is," says Bishop Heber, "the most airy and best contrived, so far as can be perceived from its outward appearance, of any of the Eastern buildings which I have seen. Its verandahs are really magnificent, but its desolation is so recent, that it is very far from being a pleasing object, on approaching near enough to perceive its decay. It might still at no great expense be made one of the handsomest and best situated houses in India." The picture here given of its desolation is somewhat overcharged, if one may judge from its present appearance. Massive stone walls abruptly rise from the river to support the structure, and above a spacious terrace, defended by jutting bastions, is a magnificent open octangular hall of audience, each angle, adorned with light and elegant columns, supporting arches

beneath the roof. This is the celebrated *Chalees Setoon*, or hall of forty pillars, and is in better preservation than any part of the palace.

Ghazepore is by no means so populous in proportion as Patna, though, presuming from what is seen of it from the river, it must be at least half the size of the other city. It is a military as well as civil station, and a Queen's corps is usually quartered there. It also contains a branch of the stud department. The native houses here assume a very respectable appearance, being mostly built of a species of Portland stone, of a red tinge, which, from the contiguity of Ghazepore to Chunar, where it is found and by which name it is known, can be obtained at comparatively little cost.

Ghazepore, as before observed, is celebrated for its rose-water. It is difficult to quote prices for this article, so much depending upon quality, and the purchaser being liable to deception in many ways. The dealers, who bring it on board the vessel, vary in their demands for it, from three to twenty rupees per carboy; when at the latter price, probably it would be no better than at the former. The late Chevalier de l'Etang, a highly respectable resident in the place for nearly half a century, prepared what was generally allowed to be the best, at a cost of twenty rupees per twelve quart bottles; the carboy, on an average, contains only nine.

As an opium station, Ghazepore is also of some note, and the circumstance of an extensive range of

Godowns having lately been built for storing that article, is sufficient evidence, if any were wanting, that the government have no idea of abandoning the immense revenue derived from the manufacture and sale of this particular drug.

Beyond the cantonments is the monument raised over the remains of the great and good Marquess Cornwallis, who died at Ghazepore in 1805, while exercising the functions of Governor General for the second time. As a work of taste it is generally condemned, Bishop Heber being particularly severe upon it: "It has been" (he says) "evidently a very costly building; its materials are excellent, being some of the finest freestone I ever saw, and it is an imitation of the celebrated Sybil's temple, of large proportions, solid masonry, and raised above the ground on a lofty and striking basement. But its pillars, instead of beautiful Corinthian, well-fluted, are of the meanest Doric. They are built too slender for their height, and for the heavy entablature and cornice which rest on them. The dome, instead of springing from nearly the same level with the roof of the surrounding portico, is raised ten feet higher on a most ugly and unmeaning attic story, and the windows (which are quite useless) are the most extraordinary embrazures (for they resemble nothing else) that ever I saw out of a fortress." The good Bishop expresses further vexation that so unmeaning a building should have been erected, when, at a slight additional cost, a very handsome church might

have been built, and a fine marble monument to Lord Cornwallis placed in its interior.

At two, passed Zimaneah, and anchored between Sanowlee and Chochuckpore, six hundred and twenty-five miles from Calcutta, the former place being noted for an immense banyan tree, the latter for a temple generally crowded with monkeys, and as that animal is held sacred by the Hindoos, it may be as well to caution the novice not to let the neighbouring inhabitants see him shoot them, should his sporting inclinations tend that way.

During an afternoon walk on the banks of the river, occasionally obtainable even by steam travellers, the pedestrian frequently comes upon objects not to be seen from the vessel's deck; among these, deep massive wells, erected by the liberal and beneficent of former times, are not uncommon. Scarcely less so are the melancholy spectacles of monuments over the last resting-places of unfortunate Europeans, who, far from the reach of medical assistance, have been attacked and carried off by cholera, the country's scourge. Many have thus met their deaths with none but natives near them, and have been indebted to the lowest of the low among these, for the excavation of a few inches to serve as a grave, scarcely preserving from the jackal's nightly prowlings, perhaps, the deeply cherished wife, or the tenderly devoted husband; one day the survivor seeing the loved object in health and happiness, and the next, compelled, with his or her own hands, to dig the hole which

shall for ever cover all that remains of one so dear. There is no exaggeration in this picture, as every reader acquainted with the customs of India, and the prejudices of its inhabitants, will readily admit.

September 1st.—At eight, passed Deochunpore, which possesses a quaint well-preserved Hindoo Temple, and a flourishing Indigo factory; the latter having the somewhat unusual appendage of a handsome flight of stone steps leading from it to the water.

In an hour and a half, passed Saidpore, which has two very lofty and handsome temples, with numerous gilt-topped pinnacles, and shortly afterwards, a small hamlet, called Patna. All the huts in this latter place belong to a native Mussulmaun, producing (for him) a princely revenue of one or two hundred rupees per mensem; yet, such is the benefit derived, in the opinion of this class of men, from being in the service of influential Europeans, that he still serves one as Chuprassie, or messenger, his attendance being requisite throughout the day and night, and his wages being only four rupees per mensem.

Immediately beyond this, the Goomtee joins the Ganges. It is a river of some importance, flowing past Lucknow, the capital of the Kingdom of Oude, and is navigable indeed beyond that city. Hence to Benares, there is little worth remarking; the temples and other sacred structures, which are sprinkled about, being the natural features

of such close vicinity to a city which is held by the Hindoos to be more holy than any other in India, being the residence of their most revered Brahmins, the site of their most famous Pagodas, and, indeed, the centre and seat of Hindoo learning. Many temples and part of the city are discerned before reaching it; but, conspicuous beyond all, are the two lofty and elegant minarets, of the celebrated Jumma Musjeed, or chief Mahommedan Mosque, built, to the great annoyance of the Brahmins, when the place was conquered, by the Emperor Aurungzebe; one of their finest temples being destroyed to make room for its unhallowed intrusion. It is erected on the most elevated and commanding spot in the city, and the view from the summit of either minaret is said to be very fine. Its appearance must be a constant eye-sore to the Hindoo population, and, as it exceeds the Mahommedan in the ratio of nearly fifteen to one, it seems strange that some *emeute* has not long ere this taken place, and that the former should, at a comparatively recent period, have quietly and without remonstrance seen the Government restore it to its original state, when one of the minarets had fallen, and it was otherwise sinking into decay.

The Brahmins, in addition to their legitimate gains from the inhabitants of the place, must make vast additional profit from the many wealthy natives from all parts of India, who deem it their duty to make frequent pilgrimages to the shrines at

which these priests preside. The last notable instance was that of the Rajah of Nagpore, who spent, during a short stay, no less than sixty thousand pounds.

Half an hour after passing the Burna Nullah, the steamer anchored in face of the road leading to the cantonments, which is at the commencement of the city; many houses perched on high banks, frown from above, all probably, ere long, to find their level in the waters beneath.

Snake-Charmers are generally among the foremost attendants at the stranger's levee, and should he have had no previous opportunity of seeing them and witnessing their exploits, his astonishment will be excited by the approach of men, clothed as it were with deadly reptiles; some winding round their necks, and depending therefrom like ladies' boas; some encircling their waists like sashes, while from the folds of their turbans, or from their bare bosoms, they will draw the venomous scorpion, the death-dealing Cobra, and various others. The exercise of half an hour's patience will, on an occasion like this, enable him also to test the truth of the oft-doubted statement, that a small Boa Constrictor, not ten feet in length, whose mouth is not so large as the head of the fowl presented to him, will, in less than that time, devour it; for no longer period certainly elapses between the first sudden spring and fatal embrace, until no more of the prey is seen. He may witness the entire process,—the unnatural enlargement of the

jaws, the contraction and expansion of the muscles, and the gradual disappearance of the bird.

Children's toys of all descriptions, good and cheap, are obtainable at Benares; they possess, too, one great advantage over most others, since, though painted in every gaudy color, so pleasing to the infant eye, no moisture will eradicate or cause the colours to run. Beautiful pebbles, cut for seals or other ornaments; native paintings of celebrated buildings, individuals, costumes, ceremonies, &c. &c., both on ivory and on talc, are here procurable in abundance. The stranger must bargain for what he wants, as the native dealers always ask two or three times more than they are content to take.

The population of Benares was estimated, in 1828, at six hundred thousand, exceeding in that respect every other place in Hindoostan. Hamilton calculates it to contain twelve thousand houses of brick and stone, and sixteen thousand of mud, nearly a fourth being occupied by Brahmins. It abounds with mendicants. The commerce is considerable. Like most native cities, its streets are so narrow as to be impassable for wheeled carriages of any description; besides which, they are so exceedingly rough and dirty, and so crowded with beggars and sacred bulls, as to be difficult for pedestrians to traverse. The remains of an observatory of the celebrated Jey Singh still exist. Other details of the holy city may well be excused, as there is scarcely a

book published on India which does not contain them.

The Cantonments of Secrole are nearly four miles distant from the river; the road to them, though in the rainy season bad, is far from uninteresting, being skirted by many wells, temples, and ruined tombs. The Bungalows are spacious and well separated, but there seems some lack of trees. The church is hardly inferior to any in Calcutta, and there is a very large theatre, and a good racket-ground. Besides several civilians, four regiments of Native Infantry, and a company of Artillery are generally stationed here; with such abundance of society, therefore, the station is gay, and in many respects very desirable. From Benares is visible, the low range of Bindee Hills, near Mirzapore.

September 2nd.—Started at ten.

The view of Benares from the river is very fine. In front of it, the Ganges forms a bay, the city being of a semicircular form;—the immense mass of houses rising, at successive elevations, every few yards, from the immediate bank as well as inland, with overtopping pinnacles of temples, and some few noble trees intermixing among them;—the numerous ghauts, with their apparently never-ending flights of steps, and the life and bustle among the hundreds bathing in the water at their base, with the high and graceful minarets of the mosques, all combined, form a very striking scene. Although Benares stands

on the face of an eminence sloping towards the water, and many of the buildings being consequently seen which would be concealed were the ground level, still the gazer from the river, bearing in mind the immense length of Patna, and beholding, comparatively speaking, the small river frontage that Benares presents, would not without reason say, that Patna must be the more thickly populated; but such is not the fact. There is one Ghaut in course of erection, which for magnificence will be unparalleled; the river face alone is six times more extensive than any other, and its superiority in all respects will be proportionate. At present but a few feet above the foundation are completed, yet the expenditure has been several lacs of rupees. It is to be hoped that nothing will prevent the liberal native, who has commenced the undertaking, from carrying it through.

Beyond the thickly-populated portion of the city, are a few scattered houses, mostly built of Chunar stone and surrounded by tastily laid out gardens and grounds. The traveller has hardly gazed sufficiently on them and the fast-fading city on the one hand, before his attention is called on the other, to the palace of the Rajah of Benares, at Ramnugur, beneath which he passes. It is a large, straggling, castellated building, with terraces, temples, pinnacles, and a partly detached seraglio: a portion rising abruptly from the water's edge. An ancestor of the present possessor once determined to build a city at Ramnugur, in exact imitation of an English one; but

was dissuaded by his opposite neighbours, the Brahmins, on the plea that the East India Company would speedily dispossess him of it. The curious in such matters may still see the plan of the streets, running at right angles with each other, as intended to have been built. His Highness has another residence, opposite Mirzapore, but by no means equal in any respect to that at Ramnugur. He, also, is fond of aquatic sports, and his good taste may be witnessed in the beautiful three-masted pinnacle, and the long elegant snake-boats, generally stationed in front of his palace.

At two, passed Sultanpore, a cavalry station eighteen miles from Benares; the bungalows of the officers are prettily situated, with fewer native huts intermixed with them than is ordinarily the case.

Four miles beyond, is Chunar, one of the most delightful spots in the entire river. The European station is first approached, looking like a cluster of English villas, each with its twenty acres of ground and surrounded by a stone wall; no mud or sand banks offend the sight, but a beautiful grassy lawn extends to the water's edge, while all around is amply but not superfluously wooded; the pinnacled tower of a neat church peeps from among the richest foliage, and the low Bindee Hills in the rear are covered with heath and brushwood. The houses are built of stone, and are principally of two stories, one only has three; while the view of an occasional bungalow is hardly sufficient to destroy the English

aspect of the entire scene. Next comes the native portion, the tenements in which are more than usually neat and substantial, while towards the river is a fine sandy beach. The extensive fort is then attained. "It is" (says Hamilton) "situated on a free-stone rock, several hundred feet high, that rises abruptly from the plain, and advances some distance into the river. The principal defences consist of a single stone parapet, with towers built along the margin of the precipitous ridge." It is of native origin, and was the scene of many a severe struggle long before the British had a footing in the country. Since falling into their possession, in 1763, they have in a measure remodelled and improved it. It is now occupied by state prisoners, the latest arrival of that class being the noted Hadjee Khan Kakur, whose duplicity alone prevented the gallant Major Outram from effecting the capture of Dost Mahomed immediately after the fall of Ghuznee and Cabul.

Beyond this strong and important fortress, and on the side of the hill on which it is built, is a picturesque and sweetly situated burial-ground; it is full of monuments, many of which mark the resting-places of those British officers, who fell at the first unsuccessful attack of the place before its final surrender.

Chunar is garrisoned by a few companies of Artillery, native Invalids, and a detachment from a native corps. The neighbouring scenery is interesting, the

banks are high and fringed with verdure, while an occasional ravine affords glimpses of a highly cultivated country between the river and the hills. The tobacco manufactured at Chunar is well known and highly esteemed. Anchored at Budowlee.

September 3rd.—The Mussulmauns forming the Lascar crew shame many a Christian by the regularity and frequency of their devotional exercises; choosing a vacant spot, whether secluded or otherwise, where they can turn their faces towards Mecca, and sometimes standing for a quarter of an hour repeating sentences from the Koran in the original Arabic, a language rarely understood by them, with a chant little less harmonious than that used in our cathedrals.

At eleven, reached Mirzapore, remaining three hours. Mirzapore dates almost its origin, and certainly its flourishing state, to British influence. Its population cannot be less than one hundred thousand. "It is at present" (says Hamilton) "one of the greatest inland trading towns, and the native inhabitants are more remarkable for their active industry, than in any part of the Company's dominions out of the three capitals." The country around is very beautiful, and the station delightfully situated, comprising about an equal quantity of bungalows and stone erections; more than one of the latter almost deserving the designation of superb edifices. The native town is, like Benares, situated in a reach, and is about half the size of that city, abounding like

it in temples and ghauts, some of the latter being, indeed, superior to those of Benares, with the exception of the one now erecting. It has also its mosques and minarets, miniature representations of the other. The banks being high, and the current beneath them very violent, all boats are stationed at the opposite side of the river, which is hence acquiring a population. The number and size of these boats fill one with astonishment. Both here and at Benares, the sterns of many are so large, as to require two rudders, by the motion of which, alone, they are propelled along.

Mirzapore is noted for its manufacture of superior carpets, which fetch high prices all over the world. It is also the principal mart for cotton, the greater part of that grown in the Upper Provinces being despatched hither. It is a civil and military station, a regiment of Native Infantry being generally quartered there.

Shortly after leaving Mirzapore, the Bindee Hills are lost sight of; the country continues varied and agreeable; one side of the river is seldom without a bank thirty or forty feet in height, and an inundated village is no where to be seen. Vast as is the cultivation of maize, it seems to the passer-by to be even more than is actually so, from the want of all contrast with any other crops, except occasionally a field of sugar cane, other grains being for the most part sown in October, and reaped in March. Between Mirzapore and Allahabad, the river is more

winding than at any part of the Ganges hitherto passed.

Anchored near the village of Gopalpore.

September 4th.—The activity of the Lascars would surprise even the smartest English sailor. There are no ratlins to either the steamer, or her companion, yet any of these men will be on the top-gallant-yard as soon as if there were. They climb by a single rope, using both hands and feet. To them, night and day are the same, and an accident is rarely heard of.

Successively passed Dega at twelve, Lutcheeghurree at three, Sirsah at six, and anchored at Dum Duma.

Sirsah is a large native village, prettily situated at the bend of the river, on the slope of a hill. Several temples peep from among the houses, bearing a strong resemblance to the steeples of country churches in England. Excepting Sirsah, there is no place worthy of notice between Mirzapore and Allahabad.

September 5th.—At eleven, anchored in the Jumna just beyond the fort, passing by that portion of it on which a year ago, the river made considerable inroads. The fort is a conspicuous object for some time before it is reached, and not less so the junctions of those two important rivers the Ganges and the Jumna, at the commanding point of which it is situated, the Ganges flowing from the right hand, the Jumna from the left. It is not without some

difficulty that any difference in the magnitude of the two streams can be detected ; though the former may perhaps appear the most important. In all seasons but during the height of the rains, the variation in colour is, however, very perceptible, the (comparatively speaking) clear blue of the Jumna not mingling effectually with the muddy yellow of the Ganges until some time after their union. It is equally difficult to decide which is most beneficial to the community before their confluence, for while the Jumna flows by Agra and Delhi, the Ganges washes Cawnpore and Futtoghur, without reference to the vast districts fertilized by both throughout their courses.

Concluding that the friends of the traveller have been duly advised of his approach, and have sent a conveyance for him, since there are none to be hired, this chapter may be here closed, Allahabad itself forming the subject of a succeeding one.

CHAPTER III.

DAWK TRAVELLING IN INDIA.

HAVING brought the reader to Allahabad, where steam voyages for the present terminate, though it is contemplated to extend them, ere long, to Agra, it may perhaps be allowable to say a few words upon land travelling, which in India is of two kinds, viz. marching, and by dawk, or post. This chapter will be devoted to the latter, that particular mode being the best adapted for all but military men, by whom almost exclusively, indeed, is marching practised, and rarely then, unless in the company of experienced companions, or with their regiments. To such it would be as impertinent, as it is unnecessary, to offer advice upon details with which, from their earliest days of military experience, they will become acquainted.

It will surprise any one who has never been in India to hear,—and especially so in times like these, when such extraordinary celerity is attained in England,—that the rate of travelling by dawk, though the most expeditious mode practised, does not, except

upon very unusual occasions, exceed four miles in the hour; in the rainy season indeed, more than three cannot be accomplished. Yet even this creeping pace is rapid compared with the military march, which averages twelve miles, and is performed very early in the morning, so as to terminate before the sun is high in the heavens, the remainder of the twenty-four hours being devoted to rest; whereas, if the dawk traveller does not object to moving by day, (and it is only during the very hot season that any risk is incurred by so doing,) he can accomplish between seven and eight times that distance in the same time.

The dawk, like steam travelling, is under government controul, being part and parcel of the post-office department. Application must be made to the post-master of the district in which the intending traveller may be residing, who will require two or three days' notice, or more, should the journey be a long one, to give directions for bearers being placed upon the road. In such application it should be stated whether one or two Mussauljees (torch-bearers) and banghy-burdars (luggage-porters) are required; if this is omitted, the full set of two of each of these men, besides the usual complement of eight bearers, will be supplied, and if not required, prove an unnecessary, and, for any long distance, a considerable expense. The application must also state the time of starting, and whence, as well as the durations and localities of the halts desired to be made on the road. The cost is invariably paid before-hand; and through-

out Bengal and the N. W. Provinces, is at the rate of eight annas per mile, for an entire set of twelve men, a deduction of one-twelfth being made for every man less than that number. An additional sum of one-half that amount is also levied, under the head of demurrage, which is returned to the traveller or his order, upon its being ascertained that no delays attributable to him have taken place on the road: to one who has no intention of returning to the station, or who possesses no agent there, this rule may be exceedingly inconvenient, yet it cannot be infringed; a satisfactory arrangement may, however, be made by some resident friend willing to stand security, and pay for the traveller, should he, by accident or otherwise, render himself liable for any demurrage charges. Such is the perfection to which the post-office authorities have brought the system of dawk-travelling, that it is not presuming too much to rely upon the certainty of a party meeting no annoyance, by having to wait for his bearers, on the entire route between Calcutta and Loodianna, a distance exceeding 1100 miles.

The stages for bearers vary according to circumstances, some being much longer than others, but, on the average, they may be taken at ten miles each, and the time occupied about three hours. At the end of each stage, it is customary to make a *douceur* of a four or eight-anna piece to the men about leaving, according to the discretion of the traveller, and the manner in which he has been borne along; applica-

tions will occasionally be made by individuals of the party, but they should in every instance be discountenanced. Many rivers and streams will have to be crossed in the rainy season, which are at other times fordable; for which purpose, there are ferry boats stationed, and although the expense of these is included in the mileage paid, a small gratuity of four or eight annas is generally looked for by the boatmen. More than one torch-bearer is not only a useless expense, but an annoyance of no inconsiderable kind; nothing can induce these men to run elsewhere than at the side of the palankeen; the odour of the oil made use of is none of the most agreeable, though, while only one is entertained, he can always be kept to leeward, whereas, with one on each side, the glare and the fragrance combined tend effectually to banish sleep. The torch used on these occasions is a short stick, bound round with linen rag, upon the extremity of which, oil from a separate flask is constantly dropped.

The novice in dawk-travelling will, at first, find it somewhat difficult to reconcile with his ideas of humanity the thus employing his fellow-creatures; the inconvenience and fatigue to which he finds himself subjected, during the first twelve hours, will probably be secondary considerations, compared with the sufferings which, from their groans and exclamations, his bearers are apparently undergoing. He will speedily be accustomed to all. With regard to the bearers, he has only to reflect that they are not slaves, but

voluntary agents; that, did they choose, they might obtain a living in many other ways; but that it is an employment to which they have been brought up from their boyhood, and that their lamentable cries are simply the effects of habit and custom, not the result of pain.

The traveller will soon recognize a difference between different sets of bearers; by some he will be borne along so smoothly that he might fancy himself on his couch; by others, he will be most unceasingly and unmercifully jolted; some will go along four or five minutes without stopping to change, others again will change in less than one. There is one particular and intricate step peculiar to these men, which, if well known and practised by all, will obviate all cause of complaint; they should, in fact, before being considered competent for the satisfactory discharge of their duty, be nearly as much drilled as raw recruits.

It is impossible for a traveller to be too particular in the selection of his palankeen. Should he be so unfortunate as to get an unsound one, and his journey be of any length, he must bid adieu to comfort during its continuance. The first accident will convince him of its condition, and when that is remedied, should no other occur, (which is very unlikely) he will be kept in a constant state of apprehension of it. Nothing can well exceed, for instance, the annoyance of a pole breaking; if this take place, the chances are many that it will be at some part of the road or jungle at a distance of miles from any spot where the repairs

can be effected, which must be traversed on foot through a broiling sun, or in the middle of the night, and some hours of delay afterwards incurred. One spare pole, at least, should always be carried, ready to be fitted into either end ; a hammer, nails, and some thick rope would also be found useful.

Nothing which is not indispensable should be carried in the vehicle, since the less the weight, the less likelihood there is of accident. Among indispensables must be considered the bedding belonging to the palankeen, a sufficiency of pillows, and a boat-cloak for the night. The Mackintosh air-bed, lately introduced, is admirable, on account of its lightness, and the slight fatigue it induces during a long journey. In the event of this being for twenty-four hours, or more, a change of clothes and toilet-apparatus should be at hand, with such provision as may be deemed requisite ; at all seasons and times, a bottle of water, a tumbler, a small case-bottle of brandy, a sandwich-box, and a few biscuits, will be found valuable. Trifling as these details may seem, attention to them will be found highly conducive to comfort.

Should the journey be of greater length, some stoppages must necessarily be made, and it is concluded the traveller will have friends on the route, or be provided with letters of introduction to strangers. If the former, it would be advisable to acquaint them of his intended movements ; and if the latter, the letters of introduction should be sent on in advance, and the time of his expected arrival notified. This

course is recommended for several reasons ; two only need be named, viz. the possibility of no one being at home, and the unwillingness entertained by most people to being taken by surprise. No gentleman need distrust the reception that his letters of introduction to residents in the Mofussil will ensure for him ; whatever may have become of the once splendid hospitality of Calcutta, so boasted of all over the world, there are few who have travelled in the Upper Provinces, but will readily testify that it still exists there to its fullest extent : as one instance of this, it may be stated that Mr. Clerk, the Governor-General's agent in the protected Sikh States, during frequent and long absences from home on political missions, invariably leaves an efficient establishment at his house, to minister to the wants and wishes of those who may have letters of introduction to him.

For the convenience of those travellers, however, who, from a love of independence, or a want of time, may consider the payment of such visits irksome ; the government stage-bungalows are always available. These are scarcely ever more than fifteen miles distant from each other, and extend more than six hundred from Calcutta. A khidmutghar and bearer are stationed at each, who are most attentive to the traveller's wants ; but he must not rely upon obtaining anything in the shape of supplies beyond a fowl, eggs, milk, and perhaps a little tea ; and he will pay for these according to his own discretion. The government fee for the bungalow is one rupee for every

party using it. Each can accommodate two or three parties, or more if no ladies are among them; for though there are but two good rooms, they would afford shelter to many individuals, should necessity require it. Beyond Cawnpore, the bungalows are frequently forty and sixty miles from each other, and there is great difficulty in getting any kind of provisions at them.

The number of luggage-porters, who should accompany a dawk traveller, of course, depends upon the quantity of baggage to be conveyed; each man is able to carry two petarrahs, or tin boxes, of eighteen inches square; two of these will hold a moderate wardrobe;—four, an extensive one; consequently, more than two men are seldom required. The weight of each petarrah should not exceed thirty pounds. Equal care should be taken in having these prepared, as in selecting a palankeen; the hinges should be inspected closely, as well as the hasps and padlocks, or they may also break down before the journey is half finished. Covers, made of the moonjamma, or oil skin, common in India, will be found useful against the dust in the hot season, and against wet in the rains. They should invariably be well lined with paper; if this precaution be neglected, the tin inside will make everything black with which it comes into contact. The banghys, or bamboos, from the extreme ends of which the petarrahs are suspended, are furnished by the traveller, and the strength of them, as well as of the

hempen cage in which they are placed, should be tested. Many travellers deem a brace of loaded pistols requisite; in times of peace it would be unnecessary for any one to put himself to the expense of buying such; but should he have them, he can carry them in his palankeen or not at pleasure. The six-barrelled revolving pistol, (a recent invention,) would, however, be a most effective instrument for a traveller in a disturbed country.

To the old stager such a caution is not requisite; but it may be needful to recommend the tyro invariably, before commencing a fresh journey, to have the contents of his palankeen removed and replaced; those vehicles being too bulky to be brought within the house, are generally placed in the open verandahs, and snakes not unfrequently creep into them for warmth; from a neglect of this precaution, more than one traveller has been awakened shortly after placing his head on his pillow, by the hissing of a deadly Cobra-di-Capella, partly beneath it.

Private dawks have latterly come very much into vogue, and at every large station there are natives, called Chowdries, who provide them. Having no expensive establishments to keep up, like those of the government, they can afford to make smaller charges than the latter, and their rates are consequently on an average fifteen per cent less; neither do they require a demurrage deposit, it being customary to pay them at starting only two-thirds the amount agreed upon; the balance remaining in the

traveller's hands until the satisfactory termination of the journey. The bearers on the road being the same as those employed by government, and serving either party indiscriminately, no fresh rules need be laid down with regard to them. Many fear trusting the Chowdries, and prefer paying more to the post office, to make sure of punctuality; but there is no just ground for apprehension. The Author has travelled hundreds of miles by each, and could never recognize any difference between a government and a private dawk. There are some persons indeed, who, upon starting on a beaten track, will not trouble either; but, with rupees in their palankeens to pay at the end of each stage, will take their chance of finding bearers on the road; such a course is by no means advisable, unless the journey be a sudden and emergent one, allowing no time for "laying a dawk," as such over-confidence may be attended with disappointment.

It hardly need be mentioned, that the letter post, almost throughout India, is likewise conveyed by men alone, generally, in fine weather, at the rate of five miles an hour; the bags, never very heavy, are slung at the end of a stick, and so borne over a man's shoulder, who keeps up a gentle run, and, being relieved every five miles, he can continue the same pace for his allotted distance.

CHAPTER IV.

ALLAHABAD TO AGRA.

ALLAHABAD is the chief city of the Province of the same name, and came under British dominion in 1765. Among the Hindoos all confluences of rivers are reckoned holy, and this spot, where the junction of two such celebrated streams as the Ganges and the Jumna takes place, is deemed especially so. Pilgrimages are made to it from all quarters, and a large revenue was formerly derived by government from the sale of licenses to bathe in the sacred waters; while the fanatics who voluntarily drowned themselves there, in the full assurance that their eternal happiness was secured, were extremely numerous. The tax in question has been for some time abolished. The population of the city is, about 25,000. Its commerce is inconsiderable; the mart for cotton, which it once possessed, having been for the most part transferred to Mirzapore.

The fort, as has been already stated, occupies a most commanding site, at the very point of junction of the two rivers. It was built by the Emperor Akbar, and was for a long time his favorite residence. The

alterations and improvements made by the English, since it came into their possession, have been principally on the land side, but have not succeeded in taking from it its native character. In its original erection, ornament seems to have been almost as much studied as strength,—as is evident from the gilding and highly elaborate workmanship of the roofs over the gateways, and the quaint balconies and fretted cornices of the buildings within. To a native army, the place must be impregnable, and even to an European force, if it could be garrisoned in proportion to its size, its conquest would be a service of great difficulty. The fossés are deeper and the walls higher than those of Fort William, and the entrances are neither so many, nor so tortuous. State prisoners are occasionally confined therein. The quarters of the commandant, and other officials, overhang the Jumna, on which they look from a great height.

Two or three things demand some slight notice, and are well worth the inspection of a visitor. First, the armoury, now, comparatively speaking, empty, in consequence of the large indents made on its stores for the Affghanistan campaign. Secondly, a cylindrical solid stone pillar, forty-three feet in length, and almost of the circumference of a frigate's lower mast, slightly tapering towards the summit; a great portion is smooth and polished, bearing inscriptions in characters which were unintelligible to the most learned antiquaries, until the late Mr.

James Prinsep brought his extraordinarily energetic mind to bear upon the subject, and elucidated them satisfactorily. This pillar was found in the fort when the British took possession, and the names carved on it are supposed to be those of eminent individuals who came to bathe at the confluence. The authorities have at length fixed it in a perpendicular position, it having for a long time lain on the ground neglected.

Another curiosity in the fort is a subterranean temple, with a passage, extending, according to popular reports, to Benares. It is called the Peetul-pooree, and is highly revered by the Hindoos. A faqueer awaits at the entrance, and, for a small gratuity, will descend with the traveller and show its wonders by torch-light; for, at the entrance, and at one other place only, does the light of day penetrate. The passage is not more than four feet broad by about eight in height; the walls, roof, and path, are mostly of Chunar stones, and very ancient; they bear numerous native inscriptions, and at every step on each side are niches containing mutilated idols. After proceeding rather more than a hundred feet, in a direct line, the space widens, and the Lingham of Mahadeo, on an altar of stone, is discovered; thence, paths branch off in all directions, forming a perfect labyrinth, every recess being crowded with broken deities, for each of which the guide has a name. The place is tenanted by insects and reptiles without number; millions of cockroaches, attracted by the

light, crawl and fly around and about ; toads every moment cross the path, and dispute the entrance to their territories ; whilst bats flit each instant so close to the torch, that its non-extinction is surprising. All is damp, drear and noisome ; and it would be indeed a punishment to travel in it a single mile of the fifty-three that separate it from Benares.

The cantonments of Allahabad are nearly four miles distant from the fort and river. A company of foot artillery and two regiments of native infantry are generally stationed in them, and a general officer is always in command of the fortress.

Allahabad is likewise a large civil station, the courts of Sudder Dewanny and Nizamut Adawlut being held there. The civilians have the reputation of being very hospitable, which renders the station gay and agreeable. The country around is very flat, but the foliage is extremely abundant and luxuriant. The rides are many and interesting, and the roads remarkably good, most of them flanked by fine trees. Once or twice a week, a regimental band enlivens the frequenters of the principal mall. The bungalows are spacious and good, but it is necessary that every entrance to them should be guarded from the flies, which are extremely troublesome. The village of Papamow is between two and three miles from cantonments, and is one of the neatest in India.

From Allahabad to Futtehpore, the distance is eighty miles, and is principally along the new grand military line of road from Calcutta to Loodianna,

which in its course unites the following important stations:—Burdwan, Sheergotty, Benares, Allahabad, Futtehpoore, Cawnpore, Mynpoorie, Allygurh, Delhi, Paneeput, Kurnaul, and Umballa. A few general remarks upon it here may render a recurrence unnecessary.

It is chiefly composed of a peculiar lime-stone, called conker, which, after being laid down for some time, well cemented by the application of water, and beaten together, becomes a solid mass of extreme strength; it is the only soil against which a native's feet are not hardened, and he will willingly wade through water, or toil through mud and jungle, to escape it, remarking that it is only fit for iron-shod animals to move on. Convicts are generally employed in making it, sometimes in gangs of above a hundred, who work with the same regularity that marks the manœuvring of a regiment of soldiers, letting all their battering rams fall at the same moment, with a noise like thunder. European and native superintendents are placed over them. The road is an unvaried flat, with miles and miles, in a direct line before one, always in view. The cultivation of maize is universal. In the rainy season, the sides of the road are mostly under water, and it is melancholy to witness the devastations caused by the torrents which constantly occur. Chasms of fifty or a hundred feet in length, forming deep ravines, occasionally stop the passenger, and compel him to make a considerable détour before attaining a perfect portion

of the main road ; whilst of the many bridges in its line, some are found cast down, as if by the shock of an earthquake, and masses of brickwork, of apparently imperishable strength, equally levelled by the powers of the flood. These damages are too often allowed to remain a long time unrepaired, which is scarcely pardonable, considering the importance of a perfect communication, and the cheapness of labour in India.

Of the many villages traversed in a day's dawd journey, not one in a dozen presents anything worthy of comment. It is true that, in and about almost all, are ruins of houses, tombs, wells, and temples, which might call forth a remark, did not all recollection of them speedily become obliterated by the wonders of Agra and its neighbourhood, in comparison with which, all the former sink into insignificance. It was the remark of a friend of the Author's, that, in travelling through the country, he could never divest his mind of the idea that he was following the track of an invading army, so utterly ruinous and miserable did all he saw appear. Melancholy as is this observation, it is by no means uncalled for.

A light two-wheeled carriage, going by the name of Eckkar, is much in use in this neighbourhood, and indeed as far eastward as Berhampore, below which, it is not frequently met with. It is intended for one person only, who must sit cross-legged thereon ; or two might be accommodated

back to back, with their lower extremities hanging over the wheels. A single tattoo draws it along very swiftly; it is driven by a boy, and can be hired for twelve annas a day. Hackeries are here drawn by three bullocks, one leading, and two in the shafts, every part of the vehicles being of the most clumsy description.

Futtehpore has been only important as a civil station since 1826, when, the neighbouring districts of Allahabad and Cawnpore being found too extensive, this place was made into a third, formed by the superabundant portions of the others. The bungalows and cutcherries of the magistrate, collector, and other civilians, are all that relieve the sameness of the many native houses which are first approached. The tombs around it are numerous, and prove the extent of its population and its former importance; there are also the remains of an extensive Serai. In the native town the streets are as usual, narrow, winding, and dirty. At the verge of the station, on the road to Cawnpore, is the jail, a very large and massive building.

Futtehpore is indebted for various means of social enjoyment to the late able Mr. Douglas Timins, who, during the time he held an important appointment in it, exerted himself successfully to banish the *ennui* generally attendant upon an extremely limited circle. All travellers, who have passed through the station, will bear testimony to the kindness experienced at his hospitable mansion, and regret the be-

reavement his amiable family have suffered in his premature death.

From Futtehpore to Cawnpore, a distance of forty-eight miles, the road presents little or nothing to attract the attention. The latter is one of the largest military stations in India, the garrison consisting generally of a Queen's Cavalry Corps, another of Native Cavalry, and three or four Infantry Regiments, besides Horse and Foot Artillery, and is the head-quarters of a division, commanded by a Major General. The barracks for the European Troops are well situated, in a fine open space, with a detached library-room in close vicinity; a recent introduction, for which the government deserves great credit. The native lines are equally well-arranged, on an extensive parade, intersected by the high road to the westward, and always presenting an animated scene, especially before sun-rise and after sun-set, from the number of drilling-parties, musters, &c., required among so large a body of men. In the rear of the arm depôt of each regiment, are the huts of the sepoy, clustered together, and almost hidden from the view by trees and jungle, beyond which peep the summits of various mosques and temples. The cantonments are straggling, and extend over a large space; the distance between the foot-artillery quarters, and those of the farthest native infantry encampment, being little less than six miles. The residents complain much of this, and not without reason, it being almost a day's occupation to pay a few

visits. The Ganges flows at a distance of half a mile. The bungalows of the officers are generally situated in extensive compounds, some of them with romantic ravines, in which high jungle grows during the hot weather, whilst torrents of water flow through them in the rains. A few are prettily perched on high grassy eminences, but the place altogether is somewhat bare of trees. In the centre of cantonments are situated the church, the assembly-rooms, the theatre, (the eye embracing these at one view), the post-office, the Europe shops, and indeed most of the important establishments. Until lately, there was no church, divine service having been performed in two different spacious bungalows, at either extremity of the station; even now it is necessary to have prayers at another place besides the church, in consequence of its great extent. The course, or evening drive, is bordered by trees, and being well-watered, is a delightful resort after the other dusty roads; it is well attended, the civilians from their retreats at Nawaubgunge, three or four miles distant, generally adding by their presence to its liveliness, and it not unfrequently musters a hundred equestrians and charioteers. Beyond this drive, is the race-course, exhibiting much sport during the winter. Bands of different regiments perform at sun-set almost every evening. With its reunions, plays, balls, and parties, Cawnpore is altogether a gay station; and notwithstanding the heat, the dust, the intensely hot winds, and the prevalence of that simoom, or whirl-

wind, appropriately called a "Cawnpore Devil," it is, perhaps, rather a favorite than otherwise. In contradistinction to Calcutta, but little gaiety is indulged in during the cold season, from October to March, which is generally very severe, and accompanied with biting winds, allowing few but those who are blessed with close carriages to brave them, late at night, during a journey of some miles.

The station suffers much from the depredations of thieves, and notwithstanding the most vigilant watching, a night scarcely passes without a robbery being committed. The miscreants are believed to be wanderers from the dominions of the king of Oude, on the other side of the Ganges, to which they return, with their prey. This is an evil that will always exist in a station mustering a large body of European troops, from the ready market found among them for the disposal of useful articles, if cheap, however miscellaneous may be their nature. Wolves are very troublesome, and native children are frequently carried off by them. The saddlery and harness made at Cawnpore are very little inferior to English, and are renowned all over India.

From Cawnpore to Mynpoorie the distance is one hundred and eight miles, divided into nine stages, viz., Simla, thirteen miles; Nowadah, thirteen; Buckawtee, twelve; Meerun ka Serai, twelve; Jelallabad, twelve; Shahjehanpore, twelve; Nubbygunge, twelve; Irun, eleven; and Mynpoorie, eleven. Near Buckawtee is a curious temple of red granite,

of considerable size and elevation, and in good condition, the whole of the exterior ornaments of which are crouching tigers.

While in such close vicinity to the ruins of the once celebrated city of Kanoge, (said to have been above a hundred miles in circumference,) few would hesitate visiting them ; and to do so, it is only necessary, upon reaching Meerun ka Serai, to diverge two miles from the direct route. Travellers are generally previously met by an intelligent native, who offers his services as guide, and presents for inspection a book containing the testimonials of former parties, as to his capabilities for the employment he undertakes, and which has descended to him from his father. He ekes out a further livelihood by the sale of attar of roses, rose-water, and other wares, which must indeed be excellent and cheap if they are but half so good as he will vouch that they are. The road to the ruins is partly through indigo fields, but principally among ravines, and scenery partaking of wildness. The villages in the vicinity are large and populous, and the inhabitants, from their eagerness to catch a sight of the passing traveller, and their exclamations and looks of surprise when they do so, would appear to be seldom disturbed by the visits of Europeans.

Kanoge is known to have been a place of importance, and the metropolis of a great empire, above a thousand years ago ; long indeed before the Mussulmaun invasion. Its extent and grandeur are evident

from ruins scattered in every direction, and fragments of walls of immense thickness, which, for ages to come, will, in all probability, go no further to decay. On considerable elevations, overlooking the site of the once noble city, are tombs and mosques, of comparatively recent date, an inspection of which will amply repay the visitor for the toilsome ascent to them; the view of the surrounding country, from the terraces, with a branch of the Ganges, called the Kala Nuddee, flowing beneath the feet, being highly pleasing. Within, the white chunamed walls give evidence of the visits of Englishmen, by the disagreeable exhibition of their names scribbled thereon, a vandalism of our countrymen, which is, now-a-days, too frequently witnessed to cause surprise.

Between Jellallabad and Shahjehanpore, on the left hand, is a tope, a quarter of a mile in extent, every tree in which swarms with monkeys of all ages and sizes. They will accompany the traveller for a considerable distance, snatching bread and biscuits from his hand, chattering and grinning all the while most hideously. It has elsewhere been remarked that these animals are revered by the natives, and that on this account it is dangerous to destroy them.

Mynpoorie is a small solitary station, its only European inhabitants (besides a civilian or two, four miles distant) being the officers of the 31st Regiment of Native Infantry. This gallant corps, after undergoing all the toils and glories in the first Affghanistan Campaign, and being present at the taking of Khelat,

has been located here to recruit its almost exhausted ranks. The grass around the cantonments runs up to ten feet in height, and its flower is so luxuriant, and beautifully white, that at a distance, a patch of it can only be well likened to a vast collection of ostrich feathers. Thieves are troublesome also here, and the usual expedient of engaging one rogue to keep others away, on the principle of paying "black mail," not unfrequently proves unavailing.

From Mynpoorie to Agra, there are seven stages, viz: Bejrasee, ten miles; Bamun, ten; Shekoabad, ten; Ferozabad, ten; Mahomedabad, ten; Begum Ka Serai, eleven; and Agra, eleven: total seventy-two miles. The greater part of this route being through a cross country, the scenery is decidedly more Indian, and as such, more interesting, than that which the main road presents. The villages are large and populous, and the inhabitants less accustomed than elsewhere to European travellers. Shekoabad and Ferozabad are the principal; the latter may with justice be termed a city of tombs, so enormous is their number; but there is scarcely one not in a state of ruin or decay.

It would be difficult to meet with a scene more truly Oriental than that which greeted the Author two miles beyond Mahomedabad; first, a troop of travelling Nautch girls, enveloped in shawls, and flowing drapery, their noses, arms, and ancles loaded with rings and bells, and their eyes darkened to the extent deemed so fascinating by their class, who left

not off their dancing until their hands were crossed with silver. The sound of their voices had hardly ceased, when the air became tainted with the effluvia from a dead camel, half a furlong in advance, in close proximity to which it was necessary to pass; dogs, jackals, and carrion birds, feeding in concord on the ample repast, and apparently half-inclined to attack the coming cavalcade for presuming to disturb them at their meal. Within the range of the eye, succeeded an encampment of a dozen Sepoys, returning to enjoy a few months' leave with their families in Gwalior, their arms piled, and themselves sheltered from the mid-day sun beneath some lofty trees at a well-side, near which, a faqueer had taken up his permanent residence, assured of there meeting more travellers than he might do elsewhere. Not ten yards from the well, was an extensive stagnant lake, from an island in the centre of which, rose a lofty temple, the former being connected with the main land by a long narrow stone bridge, of twenty-one arches, terminating with another temple, the architecture of the whole being altogether Eastern. On the borders of the lake, a dozen camels were quietly grazing, while in almost every direction ruins only met the gaze.

Before reaching Begum-Ka-Serai, the last stage to Agra, a view is obtained of the magnificent Taj, rising from the borders of the Jumna, its white marble dome and minarets, strongly contrasting with the foliage around, and though twelve miles distant,

so near does it appear, that many would deem a quarter of an hour's walk quite sufficient to reach it. Beyond this stage, the scene becomes entirely changed, and there is nothing within view but massy rocks, and wild and deep ravines, the road undulating and winding, crossed by various bridges, which, with the road, bear marks of the torrents that deluge them every rainy season. Once more attaining a scene of cultivation, and passing through a large village, with many brick houses, tombs, temples, and enclosed gardens, the river is reached, and a ferry boat conveys the traveller across the Jumna, landing him opposite the Custom House. A further journey of two miles, skirting the river and the fort, and passing through some of the chief native streets, gains the cantonments.

A few remarks on the route thus far, will perhaps be excused before saying anything of Agra.

Scarcely anything will more attract an observing traveller's attention, during a journey from the Lower to the Upper Provinces, than the marked difference between the natives in the one and the other. To speak first of the gentle sex: he who has never been out of Bengal, and has seen only the specimens of womankind which that district presents, must carry home with him but a poor idea of the race; let him, however, but travel five or six hundred miles upwards, and his opinions will undergo a total revolution. The change first becomes apparent about Cawnpore; the women are almost without exception tall, well-

made, and, comparatively speaking, fair; while in their walk, and indeed in every movement, they exhibit peculiar gracefulness; they are also extremely modest, and on the approach of a stranger, invariably conceal their faces, or turn aside, until he has passed. Their dress consists but of three articles; a light tight-fitting corset, a long petticoat, sweeping the ground and drawn close above the hips, and a large shawl or sheet for the upper part of the body and the head. In lieu of these habiliments being invariably white, as is usual in the lower part of India, they are of different colours, imparting to the whole a more pleasing appearance. They are extremely fond of ornaments, especially armlets; frequently wearing as many as twenty on each arm, some being of silver, but mostly of bone or horn, of various colours, green predominating. Thick bangles encircle the ancles, with jingling bells occasionally attached to them, and the nose-ring is seldom absent. But the ornament which is most common, is a ring of large size, (larger than an ancient signet), covering the great toe; it is always of pewter, or other white metal, elaborately chased; those who can afford the expenditure, have every toe on both feet thus covered, to which minute bells are appended, producing a slight tinkling at every step. The graceful carriage of these women, partly, perhaps, arises from their habit of carrying from infancy large gurrabs, or jars of water, on their heads, rendering an upright posture indispensable; these

they generally balance so well, as to need no assistance from the hand. The road or pathway from a village to the river-side, is always the most thronged with the native population, and, consequently, the best spot for observation of their manners and customs. The difference in the men is scarcely less marked; they are taller, more muscular, and altogether a finer race, than that of Bengal: no man, when away from his village, travels without his tulwar, or sword, hanging at his side, a brass studded shield slung over his shoulder, and a stout iron-shod stick in his hand. It would, indeed, be difficult to find a man or woman in the Upper Provinces of India, not fully adapted for a sculptor's model.

Were it possible suddenly to transport a cockney sportsman to any part of the Mofussil, he could not but fancy himself in a wonderfully large aviary, and be indeed puzzled in what direction to deal destruction. On all sides he would behold vultures, kites, crows, jays, parrots, minahs, storks, doves, pigeons, paddy-birds, and others too numerous to name; and he could not stir a step without finding opportunities in profusion for securing any quantity of the foregoing he might desire. With regard to legitimate *game*, so much cannot be said.

Camels are by no means so scarce in these parts as might be imagined from the expenditure of this animal in the late campaign; and sometimes a train of Company's elephants, amounting to not fewer than a hundred, all magnificent beasts, will meet the

traveller. Between Cawnpore and Mynpoorie, buffaloes are used for riding.

Agra is called by the natives Akbarabad, the City of Akbar ; it having been embellished, and considerably extended, by the celebrated emperor of that name, who made it his chief city. It is situated on the western bank of the Jumna, communicating with the opposite shore by ferries during the rains, and at other seasons by a bridge of boats. The native city extends over a large space of ground, both on the banks of the river and inland. The chowk, or principal street, is not so narrow as those in the generality of native cities, Benares for instance ; as carriages are driven through it. It is a bustling place, and its appearance would intimate the population of the city to be very great, at least amounting to one hundred thousand. The cantonments are straggling ; the force consists of one Queen's corps, three regiments of native infantry, and a detachment of artillery. The native lines are on a splendid parade-ground, and along the extremity runs the course, or evening drive, strangely enough flanked by the well-filled cemetery, serving the purpose of a constant "*memento mori*," and, one would also think, as a damper to the gaiety of the promenaders. The mess-house of one of the regiments was, previously to its being devoted to its present uses, a native tomb.

Agra is the chief city of the N. W. Provinces of Hindoostan, and the residence of the Lieut.-Gover-

nor. The houses of the civilians and staff-officers are handsome, and the "Testimonial," recently erected in honour of Sir Charles Metcalfe, consisting of a library, reading-room, and assembly-rooms, with detached billiard-rooms, much as it has been abused for its incongruous architecture, is still well worthy of a visit. The church is a substantial erection; the firing of a gun, in the absence of bells, notifying the approaching performance of divine service. Near one of the fort gates is the Jumma Musjeed, or principal mosque, in a very dilapidated state.

No one, who has heard of Agra, can be ignorant of its proud boast, and greatest ornament,—the Taj Mahal. The Author no longer wonders at the general complaint from its visitors of the impossibility they feel to do justice to it by their descriptions, since, after a week's residence in the city, and an almost daily excursion to it, at early dawn, during the glare of noon day, and by the light of a brilliant moon, he finds himself not only incompetent to do so, but even to make the attempt. That may be said of it which is applicable to but few others of the world's wonders,—that, no matter how sanguine may be the expectations formed of it, the result has never yet caused disappointment to those who indulged them; the reality ever exceeding what is looked for. It is situated three miles from the cantonments, and nearly one from the fort, the road to it being undulating and flanked by sandy ravines, every where exhibiting remains of ancient buildings, the bricks

comprising which are allowed to be removed by all who choose to do so, thus encouraging the erection of substantial buildings instead of wretched hovels, since the small cost of transport would be the only additional expense incurred. The tomb is erected to the memory of Moomtaz Mahal, by her husband, the Emperor Shah Jehan, who brought this style of architecture (previously superb, as witnessed in the tombs of Humayoon at Delhi, and Akbar at Secunderabad, of which a few words will be said hereafter) to a pitch of perfection, which no attempt has since been made to surpass. Whether ambition to excel the grandeur of the monuments left by his ancestors, or real affection for his departed consort, originated this exquisite monument; certain is it, that as long as it lasts, so long will it be an enduring mark of the refined taste and splendour of its founder, and carry down his name to posterity when otherwise his early brilliant career, and the misfortunes of his latter days, would have been forgotten.

Tombs in India, at least those of the very first order, partake mostly of the same character; they are generally walled round, with a handsome gateway leading into spacious gardens, in the centre of which is the main building; in it, below the surface, is a dark chamber, in which the ashes of the dead are deposited, with plain slabs elevated over them. The story above this is always the grandest, containing tombs similar in size to those below, but of the finest marble, and most exquisitely adorned, the

structure of the building depending upon the rank of the occupant, and the riches of his survivors. Three other gates, but smaller and of less consequence than the main one, allow of entrance to the gardens at each side; while within the walls, or sometimes without, are pavilions and serais, affording shelter to pilgrims from a distance, however numerous they may be; and a conduit of water, with fountains at intervals, flows between two walks, leading from the main gate to the mausoleum.

Hamilton, in his Gazetteer, thus writes of the Taj Mahal: "This edifice, with its light minars, its great gateway, mosque, and Jumaul Khana, form the most exquisite group of oriental architecture in existence; and although the more costly mosaics of twelve different sorts of stones, within the mausoleum, have been partially despoiled of their riches, the general beauty of the structure remains to this day perfectly unimpaired. The gardens, which occupy the great area in front, are adorned with rows of cypresses, and enlivened with fountains, which are still kept in order at the public expense, and usually play on Sunday evenings." The late Bishop Heber writes: "After hearing its praises ever since I had been in India, its beauty rather exceeded than fell short of my expectations. The building itself is raised on an elevated terrace of white and yellow marble, and having at its angles four tall minarets of the same material. In the central hall, enclosed within a carved screen of elaborate tracery, are the tombs of

the Begum ; and slightly raised above her, of the Emperor himself. Round this hall are a number of smaller apartments, corridors, &c. ; and the windows are carved in lattices of the same white marble, with the rest of the building and the screen. The pavement is in alternate squares of white and Sienna marble ; the walls, screens, and tombs are covered with flowers and inscriptions, executed in beautiful mosaic of cornelians, lapis-lazuli and jasper ; and yet though every thing is finished like an ornament for a drawing-room chimney-piece, the general effect produced is rather solemn and impressive than gaudy." The tomb of Shah Jehan, alluded to in the foregoing extract, is decidedly an intrusion ; the building having been erected for the Queen only. According to popular report, the Emperor had begun one for himself on the opposite bank of the Jumna, which was to rival the Taj in costliness, and to be connected therewith by a marble bridge ; but his deposition put an end to the undertaking, and he was interred by the side of his wife, destroying the uniformity of appearance that before prevailed ; her tomb still continuing in the exact centre, as originally placed, while his is at one side : this defect might have been obviated by slightly moving the former ; or if that were inexpedient, Aurungzebe might have had a third tomb for one of his brothers erected on the other side. The cost of the Taj has been generally estimated at seven hundred and fifty thousand pounds, but this must be far below the mark. No-

thing less than an expenditure of two millions sterling could have carried out the perfect design of Shah Jehan. The erection of the Taj alone occupied a space of twenty years. From the lower terrace, to the golden crescent which surmounts the principal dome, the height is said to be above two hundred and fifty feet: few would, perhaps, believe this, the proportions of the *tout ensemble* being so perfect as to make it appear much less lofty: if an ascent, however, is made to the terrace whence the dome springs, the time occupied in attaining it will show that the height is not over-rated. Miss Roberts describes the gateway as a "palace of deep red stone, inlaid with white marble, and surmounted by domes and open cupolas. It is ascended by flights of steps; in the centre is a large circular hall, with a domed roof and a gallery running round, all in the most beautiful style of oriental architecture." Around the centre chamber, containing the tombs, are other apartments, one of which is exclusive devoted to scribblers, the walls being covered with names, dates, quotations, remarks, and scraps of "original poetry." The cicerone led the Author to it, apparently as a matter of course, describing it as the "English apartment," and was somewhat surprised at hearing the practice deprecated, having probably conceived it to be a religious rite among Europeans thus to desecrate every beautiful object, with which they first come in contact. It is not confined, indeed, to this particular pavilion, the walls in all directions bearing similar

marks ; such spoliators are only inferior to those who, in former times, robbed the tombs, and other portions of the building, of the gems forming the numerous exquisite flowers, many of which have been sadly mutilated. Of these Miss Roberts writes: "The interior is embellished with beautiful mosaics, in rich patterns of flowers, so delicately formed, that they look like embroidery on white satin: thirty-five different specimens of cornelians being employed in a single leaf of a carnation; while agates, lapis-lazuli, turquoise, and other precious materials, occur in profusion." Although two hundred years have elapsed since the erection of the Taj, there are few portions, —and at a distance, none,—which have not the appearance of a building of yesterday; indeed, so beautiful an object is it, that the oft-repeated remark of a French traveller may again be quoted, that a glass case was alone wanting, for the purpose of preserving it from the ravaging effects of the elements, to render the whole perfect. Much to the credit of Government, a monthly sum is allowed to keep it in repair. On each side of the tomb are mosques, with a variety of apartments, some of which overhang the river, and, in the hot season, are frequently occupied by parties from the city, who send down furniture and servants, and remain there for days, on account of the advantage, in point of coolness, they possess over Agra itself. From the summit of either minaret, a fine view of the surrounding country is obtainable; at two different elevations are doors, opening

on narrow galleries, round which it is no easy matter to walk, the balustrade not rising higher than the knee; a third gallery terminates the winding staircase.

Another object of interest is the fort; the interior exhibits most woeful decay, almost all its numerous apartments being choked up with ruins and jungle, which, with the battlements, have become so great a resort of snakes, that the sentinels placed there are compelled to walk with sticks in their hands, in addition to their muskets, to keep the ground free; many having been bitten previously to adopting this precaution. The palace court is overrun with grass, the fountains are blocked up, masses of marble have been torn up and conveyed away, and all is desolation. The superb hall of audience is in tolerable preservation, as are also the adjacent apartments, which formed the seraglio, many of which have fountains in the centre, of the purest marble, and elaborately adorned; while the terraces above, with open cupola'd pavilions at the angles, are enchanting spots, and from their immense elevation above the winding Jumna flowing below, command unrivalled views for many miles around. Somewhat lower is a platform, with Shah Jehan's favourite seat—a slab of black marble; where, while administering justice to his subjects, he could watch the progress of the splendid erection in memory of his wife. The beautiful balustrades of the terraces, and the screens and fret-work, everywhere exhibit marks of the destruction caused by

Lord Lake's artillery, when the fort was captured by the English in the early part of the nineteenth century.

The fort should not be left without paying a visit to the arsenal; and above all, to the Mootee Musjeed, the most exquisite mosque in the world, and well worthy of the name of the gem it bears. This also owes its erection to Shah Jehan, and, next to the Taj itself, stands unrivalled in India for chasteness of design, beauty of proportion, and magnificence of material and workmanship.

On the other bank of the Jumna, beside the superb gardens denominated Ram Baugh, is a tomb which might once, for minute beauties, have almost vied with the Taj; it is consecrated to the remains of Etbar-ood-Dowlah, the vizier of Jehanguire, and the revered father of his empress, Nourmahal, the heroine of Moore's fine poem, "The Light of the Harem," who was equally well known as Nourjehan, "The Light of the World." It is distressing to perceive the state of decay into which this gorgeous, yet beautiful specimen of architecture has been allowed to fall. Its keeper attributes this to the parsimony of the Nawaub, to whom he says it belongs, who will not expend a few thousand rupees to renovate and preserve it. Be this as it may, it presents a melancholy contrast to the care taken of the Taj by the British Government, who would probably do the same by this, were it transferred to them. Shrubs grow from every interstice in its marble walls, large pieces of which, and the ornaments that cover them,

have been knocked off, and are scattered about in all directions. The grounds are covered with jungle ; and it is dangerous to approach the embankment on the river's margin, which once formed so splendid a terrace, lest it should give way, and precipitate the visitor into the stream beneath. If the progress it is now making to destruction continues, in a few years the whole will be a heap of ruins.

At Secundra, about seven miles from Agra, is the celebrated mausoleum of the Emperor Akbar, which, though less pretending than that of Moom Taz Mahal, is by many persons preferred to it ; it is pyramidal in form, and consists of four stories. Below, on every side, are numerous open, vaulted chambers, sufficiently spacious for a thousand men to be quartered there. The whole is of red granite, except the upper story, which is entirely composed of white marble ; it has no roof, but is surrounded by a covered gallery, the walls being of lattice and fret-work, of the most superb description. In the centre is the elegant tomb of Akbar, in such fine preservation, (as indeed is all this range,) that few visitors can readily believe that it is nearly two hundred and fifty years old. The gateway and gardens assimilate much with those of the Taj, but possess less beauty. This, also, is preserved by the British government,

The ride from Agra to Secundra is highly interesting, the entire road being through ruined buildings in every stage of decay. In the neighbourhood of Akbar's mausoleum, some of his wives are interred ;

two of their tombs have latterly been applied to the preservation of nearly three hundred children, the offspring of some of those unfortunate beings whose deaths were caused by the dreadful famine that devastated the North Western Provinces in 1837 and the following year. They form but a small portion of those who perished during that terrific season, many having been rescued from the very jaws of death, when all human aid appeared unavailing. The buildings for the boys and girls are a quarter of a mile distant from each other, and each school or society is superintended by Europeans. Both sexes are brought up in the Christian faith; they are first taught to read their own language, the most forward of them being then instructed in English: many proved themselves well versed in geography, astronomy, arithmetic, &c., and never failed in answering correctly, however they might be cross-questioned. Scarcely one exceeded ten years of age; many were not more than five. The boys, during certain hours, are taught mechanical trades, and it is an interesting and amusing sight to witness the many knots of little artists filling every compartment of the tomb, busy at their various handicrafts of tailors, shoemakers, weavers, ironmongers, and very many others. When of sufficient age, it is in contemplation that inter-marriages shall take place, and the location for a large village has already been decided upon. Untrammelled as they will be by caste, or the inducement to desire it, being without known relatives, it may not

be considered an uninteresting, any more than an unimportant speculation, whether the results arising from this novel colony will in after years be beneficial to British rule or the contrary. The institution is supported by contributions from Government, and subscriptions and donations from the community.

Futtehpore Sikri, Akbar's favorite retreat from the cares of government, twenty-four miles distant from the city, contains also some superb ruins, and will be found well worthy the trouble of a journey thither. In the neighbourhood also is the celebrated fortress of Bhurtpore, so long deemed impregnable.

CHAPTER V.

AGRA TO THE FOOT OF THE HIMALAYAS.

ANOTHER cross road leads from Agra to Allyghur, a distance of fifty-six miles, and the grand military line is at the latter place again attained. The traveller is ferried across the Jumna, six or seven miles from Agra, the road to the river from cantonments being by way of the fort, along the paved native city, and thence through jungle and sand. The route is for the most part wild and rough, and intersected by many ravines and bridges.

Hattrass, thirty-two miles from Agra, and twenty-four from Allyghur, is the only place of note that is passed during this journey. The bombardment of its fort by the East India Company's army, in 1817, and the consequent deposition of its refractory chief, are circumstances quite familiar to many of its inhabitants. It is still a turbulent and quarrelsome place, principally inhabited by a superstitious race of Hindoos, whose feuds with the few Mussulmauns who reside there, and sometimes indeed with each other, are constant, and at times bloody. On these occasions,

it is their custom to put a stop to all business, and close their shops, until the quarrel is at an end, or in some way satisfactorily adjusted. Experience soon teaches them that, in this, they are equally punished with their adversaries.

The civil station of Coel, and the military cantonments of Allyghur, are in such close proximity, as to be generally spoken of as the same place; their extreme distance from each other being but little more than two miles. The native town bears the former name. The station is open, and deemed healthy, and, though somewhat dull, is generally liked. Its perfect salubrity would, however, appear in some measure doubtful, from the outskirts being studded with stagnant pools and ditches, which receive the refuse waters from a neighbouring Indigo factory, and emit an offensive odour. The Bungalows of the Europeans, which are removed far from these nuisances, are spacious, and surrounded by large compounds. The cantonments are also convenient, but are seldom honored with more than the *depôt*, or a portion of a regiment. Beyond them is the fort, justly considered to have been one of the strongest in the country, having cost Lord Lake more trouble to reduce during the campaign of 1803, when it was held by Scindia, than many an apparently more important and better defended place. It is small and very compact; and being built of mud, faced with conker, is much more able to withstand the attacks of artillery, than its massive neighbours of Agra and

Delhi. The fossé around it is particularly broad and deep, and is filled with water, which affords capital fishing; the entrances to it are few, and the bridge is in a sadly dilapidated condition, quite unsafe for horses, and scarcely indeed secure for pedestrians. Within the gates, all is desolation; a few huts and bomb-proof magazines being the sole remnants of its former importance. Until Lord William Bentinck assumed the reins of government, it was kept in a state of efficiency, but shortly after his accession to power, was dismantled by his Lordship's orders. Snakes abound among the jungle, which is every where growing, rendering it necessary to keep the pathway, and be cautious even then. Much credit is due to the former liberal and enlightened collector and magistrate, Mr. Robert Neave, for the attention shown towards the improvement of the roads, and for many other excellent arrangements for the internal welfare of the station; to a brother of whom, also, the European community are mainly indebted for the erection of a small, but very neat, church. Midway between the fort and town, are the house and gardens which belonged to the Commander-in-Chief of Scindia's army, Mons. Perron, now unoccupied, and fast hastening to destruction. In the native town there is little remarkable, except the great mosque, with its three cupolas, and the commencement of a vast pillar, intended to rival the celebrated Cootub Minar, at Delhi, but which has not been raised above thirty-five feet.

Allyghur is eighty-four miles distant from Delhi, the route being by the military road, and offering nothing of interest, being an uninterrupted sandy flat throughout; Delhi, with all its elevated buildings, being visible nearly twenty miles before reaching it. When somewhat nearer, the traveller is struck by the apparent immensity of the city he is approaching, and the enormous extent of ground which it occupies; this arises from the inability to distinguish, at such a distance, between the ruins of the ancient capital, and the comparatively modern buildings of the new. At about eighteen miles from Delhi, the river Hindon is crossed by ferry. Beyond this narrow, but deep and rapid stream, the villages are surrounded with thick walls, and protected by massive gates. The Jumna washes the city walls, and is crossed by a bridge of boats, at which a toll is leviable upon all but military men; the road previously running through a former bed of the river, now filled with deep sand.

Entering by the Turkoman gate, and passing out by that of Cashmere, a couple of miles further journey brings the traveller to cantonments, in which three regiments of native infantry, and a detachment of artillery, are generally stationed. They are not so good as at many other stations, the bungalows being small, and having but little ground attached: they have the disadvantage also of being situated at the base of a rocky ridge, which excludes air, and retains the heat to such a degree, that, during the hot season, without reference to the never failing dust, the place

is frequently almost unbearable. The parade is extensive; at its extremity are the fine house and gardens formerly belonging to Sir David Ochterlony. From the summit of the rocky ridge just mentioned, which separates the city from cantonments, a fine view of both are obtained, with the Jumna smoothly gliding in the distance, and an immense expanse of country beyond. In addition to an official abode in the city, the resident has a splendid mansion a short distance from it, in the midst of a superb park. On the other hand, crowning a considerable eminence, is the house which belonged to the late Mr. William Fraser, whose melancholy death by the hand of an assassin, (instigated by Shums-ood-Deen, a Nawaub of high rank, who was executed for the crime,) must be familiar to most people.

As Agra is called Akbarabad, after the Emperor Akbar, so Delhi is known by the name of Shahjehanabad, after his son, who founded the modern city, and exhibited scarcely less taste in all his undertakings there, than in those alluded to in the last chapter: to him the Moguls were indebted for the celebrated peacock throne, which was carried away many years afterwards by Nadir Shah, with other plunder from the Imperial City: its value has been estimated, by various authorities, at from one to six millions sterling. The palace and mosque were likewise built by Shah Jehan.

Modern Delhi is on the western bank of the Jumna, and its circumference is nearly seven miles,

a space much less than that occupied by the ancient city, which was with good reason believed to have covered twenty square miles. It is surrounded by a moat and lofty wall of red granite, the latter in the finest possible order, without a brick displaced. It has seven gates, all of superior architecture; they are named Lahore, Ajmere, Agra, Turkoman, Mohur, Delhi, and Cashmere. The Cashmere gate, as before mentioned, is that nearest the cantonments; within it is the main guard. Beyond this, the first object that strikes the attention is the church of St. James, built at the sole cost of the late gallant Colonel Skinner; it is very neat, and above twelve thousand pounds were expended in its erection. It is a miniature resemblance of St. Paul's Cathedral. In the enclosure in front is a small monument to the memory of Mr. Fraser.* Not far from the church is a fine mosque, erected by the same individual, and not surpassed in costliness and beauty by any modern one in the city. There is one cemetery in the town and another in cantonments. Many of the houses are ingeniously contrived with subterranean chambers, to be resorted to when the heat is excessive; but, if not constantly examined, snakes congregate in them in great numbers.

Delhi does not appear much more populous than Agra, and lacks much of that air of business and bustle so observable there. The streets are, however, much wider, and there is nothing in Agra to

* "The Colonel's remains have also been interred there."

compare with the chowk, which is nearly a mile in length, the pathways bordered with trees, and a canal flowing along its centre. It may be sufficient merely to mention other objects of absorbing interest to ensure the attention of visitors to them: viz.—the Jumma Musjeed; the mosque whence Nadir Shah, not one hundred years ago, witnessed the massacre of a hundred thousand of the inhabitants; the various portions of the palace, including the hall of audience, with the inscription, now so bitter a mockery, “If there is an elysium on earth, it is this—this is it;” the enormous observatory of Jey Singh; the Feroze Lat, (or walking stick) and many others. The palace is walled round, and an order from the commandant of the palace guard is necessary before any of its recesses can be examined. An audience of his Imperial Majesty is not very difficult of attainment; but it must be borne in mind by those who are anxious for that honour, that the eastern custom of presenting nuzzurs (or presents) upon entering the presence of superior personages, is not here dispensed with; and that the ceremony of passing before the emperor, will, therefore, at the least cost four gold mohurs, or about six guineas sterling.

Immediately beyond the walls of the town, the ground is studded with memorials of the dead. The modern notions, of the necessity of honoring the relics of the departed, differ very materially from those entertained by the ancients, inasmuch as the

cost of a hundred of the finest tombs of the present age would hardly defray the expense of an inferior one of the past ; and it is literally a relief to depart from such a scene in order to luxuriate among the magnificent ruins and glorious associations with which ancient Delhi abounds. Few, indeed, have ever visited Delhi, who have not equally extended their researches to the tombs of Humayoon, and of Zufder Jung ; ascended the Cootub Minar ; wandered among the splendid remains of antiquity at its base ; proceeded further, to Toglukabad, and driven with melancholy interest for miles and miles through the wreck of the ancient city, and by the still frowning fort. Hamilton says : " The ruins of old Delhi cover the plain for an extent of nearly eight miles to the south of the modern Shahjehanabad, exhibiting throughout the vast tract one of the most striking scenes of desolation to be met with throughout the whole world."

Midway between Delhi and the Cootub, is the elegant and well-preserved tomb of Zufder Jung, who died in 1754. There is no reason to doubt that this individual is the same mentioned in history as Abul Mansur Khan, son-in-law of Saadut Khan, viceroy of Oude, and afterwards vizier to the Emperor Ahmed Shah. The tomb is built of red granite, is of octangular form, and with the memorial to the dead, placed, as usual, in the centre vaulted chamber. The gardens surrounding it are particularly fine, and the pavilions within the walls, very spacious,

occasionally serving as residences for many days together of the Europeans residing at Delhi, while pic-nic parties are of almost daily occurrence there. In the garden are two wells, scarcely three feet asunder, yet the water from one is good, and from the other equally bad; though it would seem almost impossible for two different springs to rise within so confined a space.

Immediately in front of Zufder Jung's tomb, about a mile distant, is that of the Emperor Humayoon, father of Akbar, who was accidentally killed by a fall in 1556. This building is extremely massive, and may, perhaps, be deemed the most ancient of the various very fine mausolea in existence here and at Agra.

Some little resolution is requisite to make the ascent of the Cootub Minar, as the effluvium at its entrance is sufficient to test the stoutest nerve. Surely, if the government, can afford to appoint a guardian to protect the various objects of interest from sacrilegious destruction and who is careful to thrust his instructions into the hands of every visitor; it might sanction the expenditure of a few additional rupees per annum, to expel from their present haunts the bats and other creatures that now make the place almost intolerable. (It is not in the Cootub alone, that the inhabitants of the airy regions are so plentiful and disagreeable; the same remark is applicable to every temple and ruin throughout India;—bats, pigeons, and parrots, being their most constant in-

mates.) A few steps upwards, however, and the nuisance is over; the air from the various galleries is speedily found reviving, and when the summit is at last gained, the view from it is ample compensation for the annoyance at first experienced. It is the loftiest column in the world, being above two hundred and fifty-feet in height, and numbering more than three hundred steps to the summit. The material is red granite; in form it is polygonal, with five jutting balconies, none breast-high, the walk round them being somewhat dangerous. It dates from the thirteenth century, and no one can satisfactorily explain its original object. Days might be spent with advantage in making researches into the antiquities, both Hindoo and Mussulmaun, around this enormous pillar, and the state of high preservation of most of them is a circumstance which cannot fail to strike every beholder. Even the ruthless followers of Nadir Shah were, at this spot, unusually unsuccessful in their efforts at destruction; the mark of the cannon-shot fired by them at the iron pillar to the north of the Cootub Minar, though plainly visible, did not move it from its secure foundation, or cause it to lean in the least from the true perpendicular. This cannot be said of its lofty neighbour, for that has an evident inclination: but, as the government has taken upon itself the task of its preservation, there can be no doubt, that though in appearance unsafe, in reality it is not so.

The Author has frequently read of the exploits of

the divers in this neighbourhood, who will jump from a great height into tanks or large sheets of water ; but he does not recollect seeing any notice of the same feat, where the locality was a well, which, from the smallness of its aperture, inspires in the beholder more terror than the other. There is one close to the Cootub, the depth from the ground to the water being scarcely less than a hundred feet, and one can easily count twenty in the interval between the leap and the immersion. To a casual observer, certain death to the leaper would appear inevitable, since no outlet is visible, and to climb up so great a height of perpendicular brick wall would of course be impossible : upon further examination, however, it will be discovered that the surface of the water is reached by an immense flight of steps, commencing some distance from the well itself, and by which means the villagers obtain their supplies. Up this the divers run, and though dripping wet, and shivering with cold, would willingly undertake a second jump, for a repetition of the reward given for the first.

The road to the Cootub is for the most part rough and bad ; during the rains, indeed, much of it is nearly impassable, and if the main route in any direction is diverged from, it is with the utmost difficulty a passage can be effected.

Delhi is noted for its jewellery and shawls. The gold used in the former is of the purest kind, and the workmanship the finest, but very little taste or elegance are exhibited in the designs. The articles

most esteemed by European purchasers, are medallions of the celebrated buildings and unrivalled ruins of Agra and Delhi, some of which are exquisitely painted; they are set in brooches, armlets, earrings, and other ornaments, but it is, perhaps, best to bring away the medallions alone, and have the mountings executed in England. Shawls and scarfs are in quality magnificent, and in quantity almost countless: two men will travel from one bungalow to another with a collection which could not be purchased for fifty thousand rupees. Many a lady in England would delight in the privilege, possessed by her friends in India, of a morning inspection of these articles. Much caution is necessary, however, to be observed with the dealers, who have the art of making old shawls look like new, and more than one instance has occurred of their carrying deception to such an extent, as to sell an English-made article for a real Cashmere, and the discovery has only been made when the party to whom it has been offered for sale in London, stated, that it had originally gone from his own stock.

Delhi and Agra are the only two provincial cities of India possessing newspapers of their own. Both are cleverly conducted; the Delhi Gazette, by Mr. Place, and the Agra Ukhbar, by Mr. Tandy. They command a large circulation, and their sources of information being first-rate, and their correspondence and contributors extensive, they cannot but succeed. The Madrissa, or College, is well worthy of a visit;

as much on account of its usefulness, as of its interest in other respects.

Delhi abounds with beggars, who are extremely persevering in their importunities. The houses are called Estates, and in no other part of India is that word so applied. Parties on the eve of leaving the station, make out an inventory of the property they wish to dispose of, affixing the price to each article, and sending it round to the residents, who mark those things they desire to possess, which is more satisfactory than an auction sale, the whole being frequently got rid of at a less loss than too often attends the other mode.

Next to the Emperor and his family, the most distinguished native resident in Delhi, is the Maharajah Hindu Rao, brother of the reigning Queen of Gwalior, and formerly commander-in-chief of the armies of that state, besides holding other high offices. Political causes rendering his absence from his own country necessary, he is now a pensioner of the East India Company, on ten thousand rupees per mensem. He is particularly partial to the English, and from his pleasing deportment and obliging disposition, is much esteemed by them in return.

From Delhi to Kurnaul is a distance of seventy-eight miles; the high road is kept throughout, is ankle-deep in sand, and occasionally much cut up by the rains.

Panneeput, situated forty-eight miles from Delhi, is the first place worthy of note. It has witnessed two

of the bloodiest encounters ever known in India ; the first in 1525, between the Sultan Baber, and Ibrahim Lodi, Emperor of Delhi, when the latter was defeated ; and the second, in 1761, between the Mah-rattas, and the army of Ahmed Shah Abdalla, the so-vereign of Cabul ; the former being utterly discom-fited, after a long continued struggle, and with a loss of not less than half a million of lives. Its appear-ance from a distance is highly pleasing, white stone houses being intermixed with native huts, on the face of a hill, all in the midst of abundant foliage. Much of this good effect is lost, however, upon approaching nearer. The traveller northwards merely passes by the walls of the town, but does not enter it.

Twelve miles from Kurnaul, a thick jungle is reached, which continues for six miles ; thence after crossing a canal, the road passes through fine cultiva-tion until the cantonments are attained.

The native portion of Kurnaul is not entered ; it is still surrounded by its ancient and dilapidated brick wall, which, though in former days it might have an-swered the purpose of keeping out horsemen, could have served no other. The cantonments are exten-sive, and the bungalows ranged in wide streets, the parade-ground covering an immense space, sufficient for the exercise of twelve thousand men. In general, there are quartered in it, a Queen's Corps, two regi-ments of cavalry, three of native infantry, and detach-ments of horse and foot artillery. A quaint little church with a curious tower, is a somewhat unusual

appendage to the parade-ground. In fine weather, a view of the distant Himalayas can be obtained long before reaching Kurnaul.

The traveller here bids adieu to the British territories ; and the next stage of the journey is to Umballa, a distance of fifty-five miles. Seamgurh, five miles and a half from Kurnaul, is a considerable village ; within it are the ruins of a massy donjon, of which, the four towers at the angles are still in good preservation. Three miles further on, is Azumabad, also a place of apparent importance ; it is entirely walled round, and the traveller does not go through it. The other villages and towns are Leelakheree, Ryepore, Sumanah, Thannesir, Chunarhul, Shahabad, Kotekutchoa, Shahpoor Machounda, and Jindillee, the whole being the territories of the protected Sikhs. The Sursuttee, Markunda, and Ombah rivers, are crossed in this route, all of which are fordable.

Umballa belongs to the East India Company, and is the head-quarters of the important political agency of the north-west frontier, the onerous duties of which are so ably performed by Mr. G. R. Clerk, whose residence is south-west of the town : a dawk bungalow has recently been erected, for even Mr. Clerk's munificent hospitality is inadequate to the numbers of travellers to and from the hills, who almost invariably make a halt there. The neighbouring country is highly cultivated. The road is ankle-deep in sand, and skirts the walled native town.

The last stage to the hills is from Umballa to Bahr,

CHAPTER VI.

SIMLA AND THE HIMALAYAS GENERALLY.

MANY residents at Simla, when they expect a friend from the plains, send down a relay of horses, to enable him to reach the station in one day ; though, if a horse be sent to the second, or even first stage from Simla, the journey might still be made in that time ; a *jaumpaun* conveying him from Bahr to Soobathoo, Hurreepore, or Syree. Should this not be done, the *jaumpaun* is the only available conveyance throughout ; no palankeen or wheeled carriages of any description being used in the hills. With twelve bearers, it may also be effected by *jaumpaun* within the twelve hours ; but with the customary number, eight, it will occupy portions of two days ; and the traveller will then sleep either at the Hurreepore or Syree bungalow.

The distance, by Soobathoo, is very little short of forty miles ; a new route has lately been struck out, saving two or three, and by avoiding Soobathoo altogether, escaping, in addition, the steep ascent and descent to and from it. The stages may be thus

vided, in each taking the starting place from Bahr : *old route*—Soobathoo, fourteen miles ; Syree, fourteen ; Simla, ten : *new route*—Chameeah, eleven ; Hurreepore, seven and a half ; Syree, seven and a half ; and Simla, ten.

A jaumpaun is simply an arm-chair, attached to two long bamboo poles, between either extremity of which is a smaller one, well secured to the others by leather straps ; the smaller rest upon the shoulders of the men, and the whole has a buoyancy and spring, which relieves the passenger of much of the inconvenience which would result from jolting over the rough roads were he borne by aid of the long poles alone. Some are provided with canopies and have curtains round them, but they afford little protection from either sun or rain. The style and manufacture of the vehicles which are let out for hire, (for some of the private ones are very neat) remind one strongly, if the analogy may be permitted, of the chairs which, on the fifth of November in England, bear the representatives of the renowned Guy Fawkes. The bearers are called jaumpaunies, are as sure-footed as mules, and travel in other respects remarkably well. Their pay is four annas each per diem ; but if payment be made according to the stages, four annas for each stage of twelve miles ; or, for the journey from Bahr to Simla, twelve annas ; and a similar sum to the coolies (porters) who transport the luggage. A head man among them, calling himself “mate,” will generally induce the traveller to engage him as

superintendent, for whom a rupee will be sufficient reward unless he makes himself particularly useful; the only other expense is a couple of rupees for the use of the jaumpaun.

Bahr is at the very foot of the hills, and the ascent commences immediately on leaving it, in ten minutes the traveller being in the midst of stupendous elevations, clothed with verdure to their very summits, passing range after range in rapid succession, and the eye rarely glancing at a tree of so marked an Indian character, that it might not belong to a Swiss summer landscape, the scenery being on too vast a scale, to carry the imagination altogether to England, though the foliage and flowerets common there, are here equally so, the *Rhododendron* and a small species of oak being predominant. For the first two or three miles, glimpses of the plains, and of the low range of hills at Pinjore, may occasionally be obtained; but they are speedily hidden from the view. The road is every where cut out of the face of the hills, and is of necessity exceedingly tortuous, affording increased pleasure by the constant variety thus induced. The scenery between Bahr and Chameeah is more agreeable than at any other part of the route, with the exception of the vicinity of Simla; being much more extensively and variously wooded, though deficient, perhaps, in the grandeur found elsewhere.

Cultivation is carried on wherever practicable; but, from the nature of the locality, the *kaits* (fields)

consist of mere patches, or strips, planted in terraces one above the other. Bhatu most prevails, and the rich varieties of its crimson hues, impart a pleasing tone to the surrounding scenery. Maize, too, is almost as plentiful in proportion, as in the plains.

Such precipices as are justly entitled to that term lose the appearance of danger, if not its reality, by being covered with shrubs and trees to the very verge; while most of the descents into the kuds (ravines) are somewhat sloping, and the most timid may survey them without risk.

Midway from Chameeah, near Kuttul, the road descends to the bed of a small river, the stream of which is sufficiently rapid to turn a water-mill,—a rarity in these hills, where water is so much needed to make the scenery approach to perfection; but even to this a bridge is unnecessary, large stones answering every needful purpose. A continued ascent thence leads through a thick forest of small fir trees, to the summit of the Pass, where a sudden and distinct view of the distant snowy range is obtained. Descending slightly for a couple of miles, the bungalow at Chameeah is reached, called also the Fir Tree Bungalow, from the forest in question thus far partially extending.

Its situation is extremely picturesque and well chosen, being on an elevated mound, with an extensive view in all directions. From north-east to north-west, the horizon is limited by the snowy range; to

the north-east, Soobathoo is plainly visible, while, two points more easterly, Simla itself can be faintly distinguished. Due east, is Kussowlee, a new sanatorium, which bids fair, under the liberal patronage it enjoys to become a formidable rival to Simla. In the valley far beneath the bungalow, the cultivation is rich and varied, the patches or terraces now assuming the appearance of tolerably sized fields.

The advantages which Kussowlee and that other important sanatorium, Mussoorie, possess over Simla, consist in the easy access to them from the plains, not much more than one-fourth of the time occupied in reaching Simla being required to get to either: so that, as the Author heard graphically remarked, "one can go fizzing hot from the plains, get cooled down during the first hour, and be happy to sit by a fire at the end of the second."

From Chameeah the descent is constant to the Gumber river, which rushes along its rocky bed with considerable violence, and in the height of the rains must be no mean stream. It winds round the base of the lofty hill on which Soobathoo is situated, and a wooden bridge, required only in the wet season, conducts to the zig-zag road leading thereto. The direct route, before alluded to, follows the course of the torrent for some time, crossing it at four different places; then makes a gradual ascent on the face of a bare mountain, and descends again to the Gumber, flowing beneath well wooded banks several hundred feet in perpendicular height, finally, joining

the Soobathoo road at a Shakesperian bridge, rather less than a mile from Hurreepore.

Soobathoo is the only place in the Himalayas garrisoned by British troops ; it is the head quarters of the Nusserree Battalion, with barracks, parade-ground, and all other requisite military appurtenances. Its few bungalows are prettily situated, and, being much more quiet and retired, is preferred by many to Simla ; in the winter, it is also warmer, its elevation being less by three thousand feet than that of Simla. Unlike its neighbour, or indeed any other part of the hills, it can boast of a level piece of ground of four or five acres in extent, and quite sufficient for the parade-ground, as well as on the Simla side, many level long fields, richly cultivated.

Descending to the Shakesperian bridge, the direct route is gained, and the ascent becomes gradual to the Hurreepore bungalow, which is situated on a platform, and surrounded on all sides by high hills, in other respects being far surpassed in beauty by that of Chameeah. A portion of Soobathoo is visible from it, but neither Simla, nor any part of the snowy range. Beyond Chameeah, the precipices become steeper, more frequent, and less hidden, and, at certain parts, the novice needs some nerve to look over them, with the consciousness that, shut up in a box, as he virtually is while in a jaumpaun, one false step of his bearers must hurl him to destruction ; for, like the mules to which they have already been likened, those men invariably take the well-worn pathway at

the extreme edge of the chasm, in preference to the centre, or that one nearest to the rocky wall.

From Hurreepore to Syree, is a gradual ascent and good road ; but it is monotonous, winding amid rocks, the country barren, and almost totally unwooded. Just before reaching the bungalow, another glimpse is obtained of the snowy range. From Syree there is a further rise for about three miles, to the temple of Jantee Devi, an insignificant erection surrounded with trees, and a brick wall with small turrets at the angles. Thence the road descends for a couple of miles ; some level ground succeeds, and another descent is made to the bed of a mountain torrent, upon crossing which, an exceedingly steep ascent, of a mile and a half, leads to a shady forest, which, after so many miles of barrenness, is very grateful. The life and bustle of Simla, not more than three miles distant, are then presented, and a pleasant ride, over a somewhat undulating but capitally made road, terminates the journey.

In every direction, from the plains upwards, are sprinkled the dwellings of the Jemadars, or collectors of government revenue, who seem a more numerous class than any other in the hills,—of those at least who can be said to have tenements at all. The road is a scene of animation throughout, being dotted every half-mile with coolies, mules, donkeys, horses, and oxen, carrying loads of all kinds up and down ; the coolies mostly bearing kilters, (a long basket, shaped like an English strawberry-pottle, and slung

at the back,) containing wine, and other articles of consumption, for the denizens of the hills.

Simla is divided into the Great and the Small, the bridge erected by Lord Combermere serving as the boundary: the south-east portion is the latter. Each has a bazaar corresponding with its population; the former is large, well-supplied, and with many native shop-keepers residing in it, whose stores consist of European goods alone. Most of the English fruits procurable here are brought from a distance; the grapes and apples are from Kunawur, but the apricot and walnut-trees are in profusion in the vallies around Simla: pears, chestnuts, and other fruits also grow there in abundance; though in quality, they are far from unexceptionable.

This station is the Cheltenham of the East, and, like its prototype, its society is ever changing. "The season" is reckoned from April to October, and, during that period, arrivals and departures are very frequent. It receives important additions during the first week of every month, in officers stationed between Bareilly eastward, and Ferozepore on the north-west, even as far as Agra on the south, who obtain leave to run up, between monthly musters, to enjoy its delicious climate, and dream they are once more in the land of their birth; always putting off until the last minute, and regretting when that arrives, the "run down" again. After October, when the cool weather allows of frequent parades, drills, and other military duties, this leave cannot easily be

obtained, and the presence of this class of visitors becomes rare. The power they thus possess of transporting themselves, in the course of a few hours, to a place differing from the plains so much as Simla, is a great boon to the residents in the north-western provinces, and it is much to be regretted that those of Bengal and the neighbourhood have not the same advantage; for the infancy of, and difficulties attending the transit to Chirra Poonjee and Darjeeling, render them available to very few. The other class of casual visitors are those who are up on sick leave, few of whom do not likewise leave the station with regret.

The permanent residents are, comparatively speaking, few, but every succeeding season adds to their number, and they have received considerable reinforcements within the last two years, in the families of officers serving in the Affghanistan campaign; the latter being, from the nature of the country, and other circumstances, compelled to debar themselves from their society.* Thus, though Simla is, after Kotgurh, the most northerly portion of the Company's dominions, it frequently occurs that the stir-

* Shortly after this paragraph was penned the regulation which forbade the wives and children of officers from accompanying or joining them in Affghanistan was less stringently acted upon—the consequences have been most deplorable! It is useless now to lament that so wholesome a rule should have been infringed while the tenure of our conquests was precarious; and how natural is it for a man to desire to have those he loves about him during his comparative exile!

ring incidents, daily taking place in Cabul and Affghanistan, become known to its secluded inmates earlier, in proportion, than to the news-dispensing cities of Calcutta, Agra, and Delhi. The Author can bear witness that the society is altogether a delightful one; and he will often look back with pleasant feelings on the few weeks he passed amidst it.

Since the establishment of Simla, it has been a favorite retirement with every successive Governor-General and Commander-in-Chief, and the present Bishop has twice honored it with his presence; on each occasion, for many months. His lordship is understood to be very partial to it, and to him it owes the formation of a dispensary, the enlargement and improvement of its church, and many other benefits; while the private charities of that eminently gifted individual are so well known, that to say aught of their universality must be needless. The weekly parties, also, at his lordship's hospitable mansion, have ever afforded gratification to all who delight in intellectual and refined society.

Simla is fast becoming a place of importance in other points of view; it has been fixed upon as one of the Indian stations for conducting the all-important magnetical observations, which are uniformly taking place all over the civilized world. The observatory was in course of erection when the Author left the station, and it is due to the East India Company to say, that, next to the credit they deserve for their liberality in establishing it, is that which

they merit for their discrimination in selecting the present able superintendent, Captain J. T. Boileau.

Again; Simla is the birth-place of the first fire-insurance company ever established on the Bengal side of India—strange as this may sound to the English reader, when he is told that fires take place there daily, and that the property thus annually destroyed is immense. It would be a poor proof of friendship, were the Author to hesitate thus conspicuously to name Captain Hamilton Cox* as the individual to whose skill and energy are owing, not only the formation of the Company, but the reconciliation of sundry discordant feelings and occurrences which at one time threatened to crush it at its outset. The head-quarters of the Company have since been removed to Calcutta.

Good schools would appear to be the only desiderata to make Simla the receptacle for many of those children who are now sent to England at enormous expense, and with great violence to the feelings of their parents. This want has been supplied by the recent appearance of Dr. and Mrs. Laughton as canvassers for public favor, in this particular department.

* Since the appearance of the first edition of this work, the Author, in common with a large circle of friends, has had to lament the melancholy and untimely death of Captain Cox, causing a chasm in the society of which he was an ornament, not to be readily filled up. Unfortunately, distress of mind gave an oblique direction to an understanding otherwise sound, and, in an evil hour, he who was the friend of all others became an enemy to himself!

There are some delightful spots about Simla, the scenes of many and oft-recurring pic-nic and pleasure parties ; the principal being the water-falls, and Annadale. Of the former there are two, about half a mile from each other, and picturesquely situated. The body of water is rather large in both, and considering its general scarcity in the hills, is, after the rains, especially so. To the first, the descent is comparatively easy ; but not so to the second, winding three-fourths of the way along the rocky bed of the torrent produced from the first ; while, for the last two hundred yards, the route altogether is so abrupt and rocky, that tourists must trust to their feet and mutual support alone, few ever reaching the desired haven dry-shod ; a result generally prepared for, and so not detracting from the pleasure and excitement derived from the exceedingly romantic glen in which the fall is situated, the incidents arising during the course through it, and the beauty of the view itself.

Annadale is a lovely valley, and the most level which the neighbourhood of Simla can boast of ; it is not devoted to pleasure parties only, but is frequently appropriated to the furtherance of charitable ends ; a recent fancy fair, held under the shade of its superb grove of pines, with an object of this kind in view, and patronized by the Bishop, realized a considerable sum. It is likewise the race-course, and though an amateur of the turf in England, could he see its somewhat strange undulations, might regard it with contempt, it has in its time exhibited some first-rate

specimens, both of the horse and its riders. But, if the pleasure seekers desire a more distant scene of recreation, and object not to a mountain ride of some half-dozen miles, the magnificent forest of Mahassoo is "all before them, where to choose." Of this, however, it will be needful to say a few words hereafter.

The grand lounge of the station is Mc Donald's; the site of the Masonic Lodge, the Assembly-room, and the amateur theatre; combining also subscription, reading, and billiard rooms, circulating library, and an ordinary; with a depôt of necessities and luxuries, hardly exceeded, in variety and quality, by similar establishments in any provincial city in India. There are few who will not willingly bear testimony to the politeness and attention shown at all times by the proprietor of this extensive concern.

The houses of Simla are built, at different elevations, (some nearly a thousand feet above others) on the sloping sides of the splendidly-wooded Jacco, a mountain eight thousand feet in height, and so wooded to within a few feet of the summit, where wild sage, nearly ten feet high, usurps the place of trees. Roads are made in every direction, and though a stranger might consider some terrific, even for a foot passenger in the light of day, custom will soon reconcile him to the apparent danger, and he will not hesitate to pursue them on horseback during the darkest night with perfect confidence. The main road, encircling Jacco, about five miles in extent, is, however, exceedingly good, and, were it permitted, wheeled

carriages might traverse it in safety. A ride round this was formerly the usual evening exercise ; but fashion has lately placed its veto on the northern face, and the southern is only now graced by her votaries, and called the Mall. There are still a few who abide not by her arbitrary dictates, and would deem they had "lost a day," if, at least once during its course, they had not been entirely round their favorite mount.

On the score of architecture, little can be said in favor of the houses; the sites of all, as regards beauty and prospect, are good; but with a very few exceptions, they appear run up to serve some temporary purpose only, and not as permanent residences; many of them also leaking much during the rains. Such complaints will scarcely be made of any of those hereafter built, as the excuse, that the station might not answer, is no longer tenable. Rents vary from six hundred to sixteen hundred rupees for the season, according to size. The church, originally a billiard-room, purchased and presented to the inhabitants by Lady William Bentinck, claims no attention for architectural or any other beauty; during the height of the season, it is found too small for the number of the inhabitants and visitors, and a gallery was consequently built by the Bishop, who, at the same time, erected a steeple. No chaplain is attached to the station, so that, in the absence of any clerical visitor, the duties are performed by a layman; by common consent, this office has become vested in Captain Boileau.

The burial ground is secluded, and (without speaking irreverently) a most amusing little spot; it was evidently supposed, by the party who planned it, that Simla was too healthy for any one to die in, or he must have forgotten the predilection indulged by Englishmen in India for massive monuments, a custom strictly in accordance with that of their Mohammedan predecessors in the conquest of Hindoostan, whose tombs are the most magnificent specimens of their taste they have left behind them. Even the less wealthy European indulges in this foible equally with his richer neighbour, as may be witnessed in the last resting-places of the dead in Calcutta, which certainly contain more large and expensive erections than any other city in the world, of equal size; in many respects strongly reminding the traveller of the well-known cemetery of Pere La-chaise in Paris. But, in the cemetery of Simla, about half a-dozen monuments occupy three-fourths of the ground, rendering it requisite to open another, which has just been done.

The climate of Simla is delightful, though the wet season, (prevailing during the months of July, August, and portions of June and September) is disagreeable, from frequent rains and thick mists, not only enveloping lofty mountains, but occasionally concealing objects in close vicinity. Those who find this weather distressing, can always move a few marches in the interior; to which the season in question does not extend. April and October are the

most delightful months, the thermometer ranging between 50° and 60° within doors, and from 70° to 75° without. Throughout the year, there is no evening during which a fire would be overpowering. The cold of winter is not extreme, and the snow rarely remains on the ground two or three successive days. The sun is after all the sun of India, and burns with almost as much intensity as in the plains; but, from people commonly exposing themselves to it, throughout the day, it is very evident it cannot be so prejudicial.

Many visitors from the plains, for some days after taking up their abode at Simla, suffer from a difficulty of breathing, attended with oppression on the chest: this is scarcely matter for surprise, considering the greatly increased elevation, but it speedily wears off.

The principal mountains seen from Simla, (besides the snowy range,) which overtop Jacco, are Mahasso, nine thousand feet in height: the greater Shali, in contradistinction to a smaller one, nine thousand six hundred and twenty; and the Chur, twelve thousand one hundred and fifty.

The only fuel at Simla is wood, which is not allowed to be cut in the immediate neighbourhood; but being plentiful at no great distance, no fears are entertained of so necessary an article ever becoming scarce.

In and about Simla alone, do any railings at the verge of the precipitous descents give the passer-by

a conscious feeling of safety, and even these are only occasionally found.

More than one writer on the Himalayas, has remarked upon the custom prevalent among the people, of putting their children to sleep, by constant dripping of water on the head; many residents say that the custom is by no means common, and during many years they have not seen it practised. The Author had an opportunity, however, of witnessing the process on one occasion at Annadale; the child was thoroughly covered up, and the water allowed to come in contact with the back part of the head only, the stream being exceedingly small; the experiment seemed rather to cause pleasure to the infant than otherwise, but most assuredly it had no somnolent effect.

The Puharries, (the general name for the hill tribes,) appear at a first and careless glance, to be a wild and ferocious race, the dirt with which their persons and habitations are encrusted, and their unshaven faces, inducing that opinion; but the close observer will be inclined to attribute such wildness rather to a settled melancholy, or more probably perhaps to stupidity, not far removed from idiotcy. The scarcity of water, and the coldness of the climate, though stated as the causes of their filthiness, cannot be deemed sufficient to account for the excess to which it is carried with some of the people in the interior; it being a well known fact, that many of them never wash, except on the death of a relative.

Although such is the general supposition, female infanticide has by no means ceased to exist, for not long ago three or four cases of this terrible crime were under examination, at the Assistant Magistrate's Court at Simla. Polyandry, too, is anything but uncommon, the women confining themselves, however, to the brethren of a family, sometimes two or three in number, but occasionally extending to five. Those among the natives with whom the subject of these peculiarities has been discussed, have but one general reason for both, viz: the impossibility, if even every inch of practicable land were cultivated, of finding food for the population that would spring up were these customs not in force; and their limited means rendering emigration totally out of the question.

Many of the hill people are afflicted with goitres, but the disease is by no means so common as in the Alps. The great place of resort, in every mountain-hamlet, is the shop of the Bunneah, or general dealer, where grain is purchased and sold, money changed, sales of merchandise effected, and all the news of the neighbourhood discussed. It is generally the theatre of a levee, and many an amusing scene takes place in front of it.

In the hills there are but few temples devoted to religion; it is, indeed, somewhat difficult to say exactly what religion the inhabitants profess. The proximity to one is always known by the appearance of long poles with strips of linen (a sort of votive

offering) waving in the wind. One of the best is near the waterfall at Simla; the door is raised two feet from the ground, and so low that a party must stoop considerably to effect an entrance. Within is an extensive verandah with a square centre, and at the extremity a sanctum sanctorum, into which but little light is allowed to penetrate: depending from the eaves of the entire building is a range of pieces of carved wood, shaped like bells; a strong breeze of wind will agitate the whole, and it is an act of devotion and penitence with the Puharries to go round and touch each separately a certain number of times. Some temples are like Chinese pagodas, formed of a succession of pyramidal stories. It is rare to see a priest or any other attendant near them.

Not a hundred yards of any mountain road can be traversed, without the traveller's path being crossed by numerous lizards; they are found occasionally of great size, are always very timid, and prefer the most barren and rocky roads to any other.

The cottages partake much of the character of those in Switzerland; they are of wood, with sloping roofs, and the stories, of which there are sometimes three, project over each other, the eaves being frequently elaborately carved. There is generally a circular enclosure attached to each, a foot or two in depth, with a stone or brick flooring, and but for being so finished it might be taken for the first advance towards sinking a well. Sheaves of corn are placed therein, and cattle are introduced to tread

it out, which, in direct violation of the divine command to the children of Israel through Moses, are securely muzzled, notwithstanding some commentators on the Bible have remarked that the custom of leaving the ox unmuzzled is universal throughout the East.

The cattle on the hills have more of an English appearance, and much less hump, than those in the plains.

To a casual observer it would seem that the face of every eminence had been traversed by a numerous population, from the scores of pathways that appear to have been made in every direction; these are, however, caused by the cattle in their search for grazing ground, the stones dislodged from above filling their footsteps, and in time producing the tracks.

Relays of men are constantly employed in bringing grapes from the Kunawur district, a distance little short of a hundred miles from Simla; the grapes are detached from the stalks and placed on layers of cotton. A basket containing about a couple of pounds costs two rupees; they can be imported into Simla, however, at about one rupee, or one and a quarter, the conveyance being the only cost; their flavor is good, but not equal to that of the hot-house grape in England.

No visitor to the hills should on any account leave them, without seeing some portion of the interior; and upon an emergency this would only occupy four days, though seven are generally taken. The jour-

ney need not extend beyond the Nagkanda Pass, and the ascent of the Mountain Hutto, or Whartoo, ten thousand six hundred feet in height.

This excursion is usually made in three marches, viz., to Fagoo, twelve miles; Mutteana, fifteen; and Nagkanda, thirteen. Allowing one day for each, and the same for returning, with one more for the ascent and descent of Hutto, (five miles from Nagkanda,) the week is expended. To effect it, however, in the shorter time, it is needful to send a horse on to Fagoo the previous day, and starting early in the morning, that bungalow will be reached with ease, in three hours and a half; after partaking of luncheon, a fresh horse is mounted, and Mutteana attained in about five hours. Passing the night there, a journey of five hours, on the second day, is sufficient to reach Nagkanda. It is then optional with the traveller to ascend Hutto the same afternoon, or early the next morning; should the weather be clear, it is advisable to do so at once, rather than run the risk of the morrow being otherwise. On the third day, an afternoon's ride brings him back to Mutteana, and Simla is reached at three or four o'clock on the fourth from leaving it, a fresh horse being sent out to Fagoo as before.

In adopting the latter mode of making this trip, it will be necessary to send on the servants and porters a day in advance, as they will not readily make above one march per diem; they will sleep at Fagoo, leaving refreshments for the coming traveller, and be at

Mutteana long before him. Cooking utensils, and supplies of every kind must be taken,—even to a bed, (a charpoy, to be purchased for eight annas, will answer every purpose,) each bungalow containing only a table and two or three chairs. Indeed, it is scarcely safe to travel without a small tent, as the first two bungalows consist of but a single room, so that, if pre-occupied, and a lady be of the party, admission is out of the question, and the weary traveller may find it difficult to obtain other quarters than a shed or stable elsewhere. In a limited society, however, like Simla, it is easy to ascertain, “who are out,” or expected to go out, and to arrange accordingly.

When, by the liberality of Government, these most convenient stage houses were first erected, it was for the purpose of accommodating passing travellers, and one of the standing rules was, that no person, having partaken of their benefits for one night, should remain a second to the exclusion of a fresh arrival. This rule is still in existence, but no means are taken to enforce it, many parties remaining at the Nagkanda bungalow for days together: indeed, the Author heard of one family having stopped there for more than a fortnight, to the utter exclusion of many other travellers. Government could never have intended these bungalows to be turned into lodging-houses.

A few words as to the route seem here called for, which will, it is hoped, show that the short time it

may occupy will not be wasted ; the traveller having an opportunity of witnessing, perhaps, the most magnificent sight the world can produce, viz. : a view from an elevation of nearly eleven thousand feet, of mountains varying in height from sixteen to twenty-six thousand, all covered with perpetual snow, extending in the form of a semicircle before him, to the extent of one-half the horizon.

The first part of the journey is far from inviting, being for four or five miles along ranges of bleak hills, with much of the road very steep and bad ; beyond which, a few scattered pines point out the outskirts of Mahassoo's noble forest, where sad havock has been committed by wood-cutters, the blows from whose axes are heard in all directions ; the slopes to the valley presenting little more than bare stumps, in several parts a sufficiency of trees not having been left to shelter the road from the rays of the sun : the assistance of fire has even been called in to complete what manual force could not achieve, while many of the trees, left standing, are hacked and cut in all directions, the growth of half a century being thus frequently destroyed for no other purpose than to cook a cake for an itinerant mountaineer.

For nearly two miles from the commencement of this scene of comparative desolation, the forest may be considered to have ceased to exist ; it is then, indeed, superb, and the contrast between the former heat and glare, and the subsequent refreshing coolness and solitude, is most striking ; the latter having

hitherto escaped almost entirely the destruction just alluded to. Pine trees flourish in great variety, and are of magnificent size, many being above one hundred and fifty feet in height, and from twenty-six to thirty in circumference, without diverging a foot from the true perpendicular. The oak and larch also abound. The variety of creepers, twining round all the trees, is very great, and the wild strawberry and red currant, with flowers of every hue, grow luxuriantly at each step. The soil is a deep black, and though apparently of the richest mould, is said to be merely an accumulation of vegetable matter, scarcely three feet below the surface. Most of the potatoes consumed in Simla, and sent down to the plains at the termination of the rains, when none are to be had there, are here produced.

The ascent through the forest is long and winding, but by no means wearisome, and at its termination there is sufficient level ground for pitching twenty or thirty tents, this being a favorite resort of many Simla people for change of air, the height by which it exceeds Simla, (fifteen hundred feet) making it much cooler. From this the descent commences, and continues to within a quarter of a mile of Fagoo, the road then being slightly on the rise, and passing by a spring of water, with a large cistern in front for its reception.

The height of the mountain, on which the Fagoo bungalow stands, is eight thousand eight hundred feet, the bungalow itself being about four hundred

feet less. Thence to Mutteana, nothing worthy of remark occurs, unless a castle, about half-way, be considered so. It is the deserted residence of the Rana of Theog, a prince, whose revenue probably does not exceed thirty pounds per annum, and who, preferring the valley to the hills, now abides at Synge, on the borders of the Girree; a small river flowing below the range of hills, between Fagoo and this principality, and affording, at certain seasons, good sport to the fisherman, the Mahaseer, which is highly esteemed in the hills, being very plentiful therein. The fortress in question is a conspicuous object for many miles, being perched upon the loftiest and barest hill of all the surrounding country. The high-sounding title of "fortress," or "castle," given to buildings of this description, is somewhat inappropriate, composed, as they almost always are, of collections of loose stones, without any cementing matter.

The Mutteana Bungalow, eight thousand feet high, is equally visible from a long distance, and is scarcely superior in point of situation to Theog, though on the north there is a hill above nine thousand feet in height. The road throughout this stage winds along the bare face of different ridges of rocky mountains, the patches of forest, through which it occasionally proceeds, not amounting to one-tenth part of the whole.

Mutteana to Nagkanda, though a very fatiguing march, is a much more interesting one. The descent

from the bungalow is immediate, passing the village of the same name, about four hundred feet below it, and thence descending at least two thousand more, to the bed of a brawling torrent, called the Richah, which is not, however, of such importance as to require a bridge, except during the rainy season, being forded by the aid of large stones. From this torrent, the ascent is by an exceedingly steep zig-zag road, through a pleasant forest, in which holly of an unusual size is abundant. A few miles more of undulating rocky road, and the village of Altenah is reached, whence another descent and torrent (the latter with a neat wooden bridge over it), and finally a steep ascent without almost any exception, conduct to the Nagkanda Pass and bungalow. The road traversed in this march, is intersected by many springs and rills of water, which elsewhere are seldom met with.

The view from Nagkanda is indeed magnificent, and few to whom such a gratification has been afforded can readily forget it. The height of the Pass is nine thousand feet, and there is a peak in its rear measuring nine thousand five hundred. The Writer found the temperature, before sunrise, three degrees only above the freezing point; and his servants complained of the cold being so intense that they were obliged, during the night, to sit round a fire, sleep being impossible; while, upon commencing an early ascent of Huttoo, a white frost every where covered the ground.

Were it not for the ascents and descents, so fatiguing to both man and horse, there is not perhaps a prettier mountain road in the world than the five miles between Nagkanda and Huttoo; it is shaded almost throughout, while from its many romantic glades, the snowy range is at one moment entirely hidden, and at the next, bursts into view in awful majesty. Wild strawberries, and flowrets of various colours, grow at the feet in the utmost profusion, and the golden pheasant, disturbed from the cover on the hill side close beneath the road, whirrs in all directions. By a pugdundi (or rough foot-path), the summit of Huttoo is gained, in less time than it can be reached by the circuitous bridle-road. On each of its three mounds, there is a remnant of a Goorkah fortress, much the same in regard to architecture, as that of Theog, and, on a fine day, it is said no less than fifty of these can be descried on the various hills within the range of vision from Huttoo. The extent of view of the snowy range has already been alluded to; among others, the peaks of Jumnotree and Gungotree, the sources of the fertilizing Jumna and Ganges, are at times visible.

During the season, men termed Shikarries, or Hunters, gain their livelihood by disposing of the pheasants they kill, the abundance of which may be estimated from the circumstance of a very fine brace, being procurable for the trifling sum of sixpence. Their munitions of the chase are a common match-

lock, powder, the grains as large as partridge shot, and small slugs of iron-stone, three to a charge.

From the verandah of the Nagkanda bungalow, the view is not greatly inferior to that from Huttoo, though wanting its additional elevation of sixteen hundred feet. A glimpse can be obtained from it of Kotghur, two thousand six hundred feet in the valley below, while, nearly three thousand feet beneath that again runs the river Sutledge, there scarcely more than an impetuous torrent.

Three marches, or thirty-one miles, from Nagkanda, is Rampore, the capital of Busahur, situated on the left bank of the Sutledge, where the breadth of that river is scarcely more than two hundred feet. It is in a valley, closely encompassed by mountains, causing the days to be extremely warm, and the nights altogether as cold. In November of every year, a grand fair is held, and attended by parties from many countries and from great distances; the Tartar women and girls, who are among the strangers, are said to be very beautiful. But little money passes on these occasions, the produce of one place being exchanged for that of another; it is the principal mart, also, for the sure-footed ghoonts, or hill ponies, which may then be obtained on very reasonable terms.

No one who is pressed for time, or regardless of the honor of touching the eternal snows themselves, need proceed beyond Nagkanda; no better view of

them can be obtained, until after many a fatiguing march, and it is then doubtful if the labor is repaid.

Before concluding this chapter, it would be unfair not to introduce the name of the Author's amiable friend, Captain Patrick Gerard, uppermost as that name must be in the mind of every one writing or even thinking of the Himalayas. It may safely be said, that there is no writer, who has of late years given any account of these mountains, but has been indebted for much information to this officer, by whom, also, it has always been afforded with readiness and politeness. The public have much to regret that Captain Gerard's diffidence alone prevents their having the most valuable account of the Himalayas that can be written; the result of an uninterrupted residence of nearly a quarter of a century, and the close observations of a mind by no means inferior to those of his late lamented brothers, to whose writings the world has already awarded the meed of its approbation.

CHAPTER VII.

SIMLA TO FERROZEPORE.

THE period of the Author's residence at Simla, was one of considerable public excitement. Reports of disasters were daily arriving, each more alarming than its predecessor; that Sir Wm. Macnaghten was cooped up in Cabul, threatened on all sides, the people of the city openly talking of the approaching murder of Shah Soojah and his supporters, and saying that ten thousand additional troops could alone save them:—that the Nepalese were within a few days' march of the British-Indian frontier, and had actually taken prisoners more than one adventurous traveller who had penetrated to the snowy range:—that the Sikhs had commenced hostilities in support of Dost Mahommed Khan:—and indeed numerous others. At this time, however, the retaking of Khelat, the

* That these rumours were not altogether groundless, subsequent events have, in a remarkable but most melancholy manner, confirmed. Unfortunately, we have yet to learn the true origin of the late disastrous insurrection, but it can scarcely be doubted, that had such caution been duly exercised, as was imperatively called for in a country like Afghanistan, many of the terrible calamities which have befallen our arms, would not have occurred.

unfortunate termination of Major Clibborn's expedition for the relief of Captain Brown at Kahun, the inauspicious turn political matters were taking at the court of Lahore, and the reappearance of Dost Mahommed strongly supported, all combined, compelled the government to adopt active measures, among which, was the suspension of furlough leaves, except in cases of sickness. This step, coupled with the feeling generally prevalent, that imminent danger would attend the passage of the Indus, deprived the Writer of more than one anticipated companion in his route homeward. Though energetically warned of the hazard he ran in passing through the Sikh and Beloochee territories, he could not make up his mind to abandon the plan he had so long contemplated, and accordingly, having no alternative but proceeding alone, he bade adieu to the hospitable station on the 24th of October.

The details given at the commencement of the last chapter, make it unnecessary to trace the journey from Simla to the plains; it is almost equally needless to dwell upon the route thence to Loodianna, since, with the exception of that to Ferozepore, which succeeds it, it is one of the most uninteresting to be found in India.

The distance is eighty-three miles, and occupies by dawk twenty-four hours; from Bahr to Pinjore and Munnymajra, it follows the old road; but thence, in lieu of taking the circuitous one by Umballa, another has been recently opened by the way of Khoor,

Mornda, Khoomanno, Ludna, and Gindeealee, thereby saving some thirty miles. For this and many other benefits, the travelling public are indebted to the indefatigable and able agent to the Governor-General, Mr. G. R. Clerk.

This route leads through the village of Mornda, until lately, one of the protected Sikh States, but which has just lapsed to the East India Company, and bids fair shortly to become a considerable town. A fine bazaar is nearly completed, consisting of several streets at right angles with each other; the façades of all the shops are of brick, and correspond in style, each with its niches for lamps, in the true Oriental fashion. With this exception, the other stages passed during this journey are unworthy of being named, consisting principally of mud-hutted villages.

It would be unfair to condemn the road, considering it has so recently been opened; but it cannot be concealed, that not one mile out of twenty is entitled to that civilized term, the bearers having to wade through deep sand, ploughed fields, and thick jungle. There is nothing, even in the people, to excite the traveller's curiosity; they, however, come out from every hovel to stare at him. In personal appearance, they vary very little from those met with between Delhi and the Hills, though the women, if they do not actually lack that modesty so perceptible in those of the neighbourhood of the imperial city, at all events fail to show it.

The origin of Loodianna as a military outpost is

thus given by Hamilton:—"In consequence of the extension of the British possessions in 1803 to the banks of the Sutledge, the line of defence against the Sikhs became much narrowed, and Lord Lake foretold that a small corps, well stationed in that quarter, would effectually protect the Doab and adjoining provinces against the incursions of that tribe. Loodianna was accordingly selected and fortified, and, in 1808, made the head station of a brigade sufficiently strong both to cover the protected Sikh chiefs, and impose respect on those situated north of the river."

Beneath the political agent's mansion, is the old bed of the Sutledge, the river itself now flowing at some miles distance; an insignificant stream occupies a small space of it, hardly sufficing to float a few boats and provide the means of lavation to the host of washermen who throng its banks. In the height of the rains only is it connected with the main stream; which, it is not improbable, may in course of time return to its old channel, when it will be the fate of the handsome structure overhanging it to be undermined and washed away. On the other side of the bed, the remains of a garden, belonging to a former Resident, evince the care which it previously experienced; several specimens of the poplar, a most uncommon tree in India, rearing their heads therefrom. The soil of Loodianna is extremely sandy, considerable annoyance being in consequence felt by its inhabitants during the prevalence of wind.

The cantonments are said to be badly situated, and by far too confined, evincing want of foresight in whoever planned them, as it might have been reasonably supposed that a large force would be necessary at some future time to occupy so commanding a post. The bazaar is extensive, and much business appears to be carried on there.

Between Loodianna and Ferozepore, the junction of the Beas, or Hyphasis, with the Sutledge takes place, and the latter name is retained for both.

The journey from Loodianna to Ferozepore, seventy-nine miles, requires twenty-two hours for its performance, and is quite as uninteresting as the preceding; the same remarks being applicable to it in every respect, this wanting even the interest excited by a rising place like Mornda. Not being considered altogether safe, a mounted and well-armed escort, provided by Government, attends the dawk traveller; being relieved with the bearers at the following seven stations, viz. Ghowsore, Mana Ka Kote, Tehara, Dhurmote, Tulwundee, Mehrsingwala, and Chingalee.

Ferozepore appears at a distance only a collection of mud walls in the midst of a sandy desert. It has, however, latterly occupied a conspicuous place in Indian political history, not only as the final rendezvous of the various corps forming the Bengal column of the Army of the Indus, previously to their departure to Affghanistan; but as the scene of the memorable meeting, between Lord Auckland, the Gover-

nor General of India, and the late Maha Rajah Runjeet Singh. The gorgeousness of the display then made, the great political importance of the meeting, and the benefits to the British Indian Government, which resulted therefrom, are facts which do not require to be enlarged upon here. The disappointment which its appearance will cause to military men will probably be lessened, when they reflect that it is only four or five years since the first British residence was erected therein, it having, within that time only, lapsed (like Mornda) to the East India Company. Under the present most active and intelligent Political Agent, Captain Lawrence, there can be no doubt of its speedily becoming a town of that magnitude and importance which should befit the frontier city of such a power as the East India Company, and the nearest military station to our powerful Punjaubee neighbours.

Its constant dust, in which respect it is worse even than Loodianna, will, however, always make it in some degree an unpleasant residence; for, with the use of every artificial means which ingenuity can devise, it is impossible to be otherwise than constantly annoyed by it; moreover, it is subject to an almost Egyptian plague of sand-flies. Like every other large place in the neighbourhood of the Sutledge and Indus, it is some four or five miles distant from the river; an unavoidable consequence of the fantastic freaks played by those rivers, in so frequently and arbitrarily changing their courses. The

climate is considered healthy and is particularly dry; there are no periodical rains, some half-dozen showers only falling during the cold season; it is exceedingly hot, and the sand-storms, which frequently occur, are terrible. Around the cantonments, so far as the eye can reach, the sight is offended by low jungle and glaring sand alone, not a tree of any size being visible. The bazaar is extensive, and well supplied. From the dryness of the atmosphere, the station has already suffered much from fire, which will cause the discontinuance of thatched roofs in the erection of all new buildings. Notwithstanding the vigilance of the police, the inhabitants sustain constant losses from robbers.

The death of the Ranee has but recently taken place, when Government, not feeling bound to acknowledge the claims of any of those who pretended to be her heirs, took possession of her territory. She is described as having sate daily in her old fort, (still existing) administering justice in all respects like her male compatriots. The value of water, and the lawless state of the people, under native rule, may be estimated from the fact of every well having been formerly flanked by a tower, with a garrison of armed men, to protect it: some of these towers are still standing, but the greater portion have been, under the new regime, levelled to the ground.

Close to Ferozepore, is an island, about six miles in length by three in breadth, which is occasionally debateable ground between the Sikh and British

Indian Governments. By the treaty between the latter and the court of Lahore, their separate dominions are bounded by the Sutledge, and, in cases like the present, wherever the stream runs with the greater velocity, that is deemed the main river. The current is at this time strongest on the Punjaub side, in consequence of which, the island is British; in a year or two, the river may pursue the other channel, when it reverts to the Sikhs. But for this uncertain tenure, it might bring in a considerable revenue, the soil being of the finest quality; even under existing circumstances, it has been farmed out for some thousands of rupees per annum, and patches of cultivation, with a few hovels—the nuclei probably of future flourishing villages—here and there show themselves. The greater part is, however, covered with jungle, or reed-grass, and it will perhaps be scarcely credited that many of the blades reach to the enormous height of twenty-five feet. Unless the Author had himself seen this he would have hesitated to believe such a statement; but he can vouch for its truth, as, while engaged on a tiger-shooting excursion, and standing in the howdah of a very tall elephant, the grass in question towered many feet above his head. Of a party consisting of thirty elephants, four times that number of attendants, and several horses, all formed in close line, the whole were occasionally completely concealed from the view of each other by this overwhelming jungle.

The black partridge, the plumage of which is very beautiful, abounds in it. Lieut. Wood saw specimens on the banks of the Indus, and thus describes it: "In addition to the common grey partridge, Sinde possesses another species of striking beauty. The head, breast, and belly of this bird are of a jetty black. A red ring encircles the neck. The back of the head is speckled white and black, while a large white spot is dotted under each eye. The wing-feathers are spotted yellow on a black ground. Those of the tail are short and downy, marked by delicate white and black bars towards their extremes. This is a heavier and altogether a nobler looking bird than the other. From the predominance of dark feathers in its plumage, it is usually called the black partridge." Wild duck, quail, and snipe are also plentiful all over the island.

The elephant is particularly partial to the flower of the grass just alluded to, winding his trunk round the stems of at least a dozen blades at a time, and allowing them to pass through it while he walks on, thus tearing off the tops, a feat which it would need the united strength of several men to perform.

On the banks of the river are many quicksands, and during this excursion, an elephant incautiously approached one too closely; first one foot sank, then another, and in the endeavour to extricate himself, matters became worse; at last no portion of either of his legs was visible, and the by-standers had given up the poor animal as lost: being, fortunately, un-

sually powerful, he, with almost supernatural strength, three several times, drew a foot from the closely-clinging earth, placing it where, by sounding with his trunk, he found most solidity; at the third trial the ground bore his pressure, and he gradually released himself. During the whole time of his troubles, his cries were exceedingly dolorous, and might have been heard a long distance; his grunt, when they were at an end, was equally indicative of satisfaction. The internal application of a bottle of strong spirits soon dissipated his trembling, and restored his equanimity. Many elephants are lost in these treacherous sands, when large quantities of grass or branches of trees are not at hand to form an available support for them. After a time, the poor beast becomes powerless, and the owner can then only look with sorrow at the gradual disappearance of his noble animal, and lament the pecuniary loss he thereby sustains; for all human aid is futile. They have been known to be twelve hours before entirely sinking.

While on this subject it may not be altogether out of place, to allude to the scarcity in this part of India, of the camel; which is in its way as useful and valuable an animal as the other. The English reader will hardly be surprised at this scarcity, when he hears that, from the commencement of the Affghanistan campaign, in 1838, to the month of October, 1840, the number killed, stolen, and strayed, was somewhat beyond fifty-five thousand. The average value of each may be taken at eighty rupees, which makes

this single item of war expenditure, above forty-five lacs of rupees, or four hundred and fifty thousand pounds.

All who reside in the north-western provinces of India, and purpose adopting the route by the Sutledge and Indus rivers to Bombay, will find Ferozepore decidedly the best port of embarkation; and should they not have friends at the station upon whom they can rely for procuring boats for them, they have only to address a letter to the assistant political agent of the Governor-General, who will readily attend to their wishes. As much notice as possible should be given, boats being at times extremely scarce, in consequence of all that are available being taken up by the commissariat, for the conveyance of troops, stores, &c. to Sukkur and elsewhere. Information should at the same time be afforded as to the number of the party, including servants, quantity of baggage, &c., as well as whether expedition be an object; in order that as light a craft as is consistent with the comfort of her passengers may be provided. The expected time of arrival at Ferozepore must also be notified.

Much cannot be said in favor of any of the boats at present plying on the Sutledge; the best of them are heavy, and sluggish in the extreme, and altogether ill-adapted for the purpose of expedition, however they may be so to the peculiarities of the river. The Writer travelled in one, termed a *Doondee*, the extreme length of which was thirty feet, and the

breadth, outside, twelve; the measurement being four hundred maunds, or about twelve tons. A long rudder served also as a paddle, the steersman being considerably elevated, to watch the true course of the stream; a couple of oars, or sweeps, at the stem, each worked by two men, formed the only other artificial impetus, which certainly did not amount to three-quarters of a mile in the hour. Both stem and stern, the latter especially, are somewhat raised, and are equally bluff; in form, indeed, altogether similar to a Thames coal-barge. The space between them is devoted to the passenger, except about four feet of the centre, kept free for baling out the water, which is admitted in large quantities. By the use of bamboos, and the strong reedy grass already described, a comfortable apartment is closed in, about thirteen feet by nine, and another forward, about half that length, for servants and cooking operations. This thatching would by no means be impervious to heavy rain, nor does it prove an altogether efficient protection from the heat of the sun; the thermometer beneath it, during the month of November, ranging, towards the close of the afternoon, between 85° and 90°, while, before sun-rise, it was scarcely above 50°, with hoar frost at times on the ground.

Such are the Sutledge boats; and they scarcely vary except in size. In progressing against the stream, they ship a mast, upon which, when the wind is favorable, they carry one large sail, far

excelling with regard to both canvas and preservation the appointments of their brethren on the Ganges; when the wind is unfavorable, their sweeps being useless against the current, they are tracked along shore. Their stems and sterns are generally elaborately carved, and at the mast-heads are frequently carried small brass bells, which tinkle as they move, a short staff, with a white flag, being hoisted over all. They never use the lead; and the first intimation of their being in shoal water is their sweeps touching the ground. They have no anchors or kedges; their mode of bringing-to being by means of a short staff and rope, the latter attached to the head of the vessel, and the former taken on shore and pointed diagonally towards the earth; the stream at the same time, taking the boat down, forces in the staff until it is far enough to hold; this is termed *lugaoing*. Another pole of much greater length is also used to prevent the strain being entirely upon the smaller one.

Country boats for going down the Sutledge are certainly preferable to steamers, being far less liable, from their slight draught of water, to get on sand-banks; but in consequence of the great extent of thatch exposed to the wind, and their heaviness in other respects, they are utterly incapable of facing even a moderate adverse breeze, although with the current in their favor; should this occur, they are obliged to bring-to, and wait until the return of light airs. The little care the men take of the *ma-*

teriel of their boats may be conjectured from the fact of grass occasionally growing from the interstices of their sweeps. The hire is paid in advance, and varies according to their scarcity at the time of engagement. For the one just described, the Author paid one hundred and thirty two rupees for the trip from Ferozepore to Sukkur, being, for three months, at the rate of forty-four rupees per mensem; for, though the passage occupied but fifteen days, two months and a half are charged in addition, such being the time calculated to be occupied in the return. This includes the wages of the six men forming the boat's crew, and indeed every expense but the thatching, which costs the traveller twenty rupees in addition.

CHAPTER VIII.

THE RIVER SUTLEDGE.

A description of the boats used in the navigation of the Sutledge having been attempted in the last chapter, a few words now appear necessary as to the supplies requisite for the voyage. The boatmen and servants will be mindful of their own wants; so the traveller has only to provide for his own; and in doing so, he should recollect that, for nine days at the least, or until reaching Bhawulpore, he will not be able to make any addition to what he starts with, the very few villages skirting the river's banks being unable to supply him even with an egg. He will, therefore, take from Ferozepore as much fresh meat as will keep good, and when that is expended he must resort to his poultry, (of which any quantity can be carried in baskets) or to salted and preserved meats, if he is possessed of any. His bread will, in a few days, become unpalatable, but biscuits or *chepatties* will form excellent substitutes; the *chepattie* is a species of pancake, made of coarse flour, and in many parts of the East, (here and among the Simla

hills for instance) it forms almost the entire support of the natives. Butter he may manage to keep good, but milk, unless he encumber himself with goats, he must be content to dispense with. Tea or coffee, eggs, rice, spices, and flour, candles and oil, will naturally occur to him as being requisite. Under the head of liquids, he will have no difficulty in calculating his expenditure, and the quantity he should carry with him. At Ferozepore, European goods, including wines, are perhaps dearer than at any other place in India; beer, for instance, being fourteen rupees per dozen, when at Calcutta it is but six, and eleven only at Simla, where the expense of hill carriage one would imagine should render it much more costly than at Ferozepore.

A khidmutghar and cook are the only servants necessary to be taken, or, if the former be clever enough to undertake both duties (which he ought to be, considering his wages, twelve rupees, are nearly double what they would be under ordinary circumstances,) the cook may be dispensed with. He should be made answerable that cooking utensils, plates, dishes, and other table requisites, &c., with every thing else in his department not already detailed, is provided; and he will then be careful to see that all is complete before starting.

The traveller's trunks, or petarrahs, will of course contain his wardrobe, dressing and writing apparatus; besides which, a couch, or charpoy, with bedding, musquito-curtains, table and chair, chillumchee and

stand, will be all the furniture he requires. Pistols would be by no means out of place, and a gun, with plenty of bullets, and large slugs for the alligators and storks, with shot for water fowl generally, will help to kill time as well as them.

Of the river itself there is little to say. Putting aside the interest excited by the recollection that it once bore the barks of the great Alexander, and that only very recently has the English traveller been permitted to thread its windings, there could not well be a more uninteresting one.

There are no towns, villages, or other marks, to denote the progress made during each day, but the only mode of calculation is, that Bhawulpore being the first place of any note, nine days were occupied in reaching it (reckoning the day at twelve hours); a day and a half more, to the junction of the Jelum, the Ravee, and the Chenab, with the Sutledge, and somewhat exceeding another to their confluence with the Indus. Neither Tassin's, nor any other map of the Sutledge, will prove of much use to the traveller; and from the time of leaving Ferozepore, until he reaches Bhawulpore, he will have great difficulty in understanding where he is; below the latter place, however, in consequence of the junctions of the different rivers, and the travellers on them having been more frequent, the discovery of his true position is rendered far less troublesome.

The boatmen are, in all cases, profoundly ignorant of localities, and the people on shore, if asked the

names of their villages, invariably call them differently from what they are laid down in the maps.

There cannot well be a more tortuous river than the Sutledge: from Ferozepore to Bhawulpore, it is but a continued succession of winding reaches, the head of the boat being every half-hour, literally, all round the compass; even the steersman, laying aside, for once, the usual nonchalance of a native, when gazing from his lofty perch over the surrounding country, and seeing before him the labor of one hour lengthened into four or five, cannot refrain from uttering a suppressed "Wah! Wah!" or other exclamation of surprise.

The distance is reckoned at two hundred and forty miles; but this is evidently an error, for it is nearly two hundred and twenty by land, and the windings in question must at least add eighty to it. The strength of the current no where exceeds three miles in the hour, while frequently it is less than two, and it becomes particularly sluggish upon approaching the point of junction with the other rivers.

It was remarked in the last chapter, that the utmost impulse that could be given to the boat itself was three quarters of a mile in the hour, adding to this an average current of two miles, the distance of three hundred miles would then occupy within a fraction of the nine days' voyage. Again, from Bhawulpore to Mithun Kote, taking the same average for a day and a half, with an additional three quarters of a mile per hour of current for one day, the

result will show the distance actually estimated, viz. ninety miles. The course of the stream being always under a bank, rather than along a low shore, and so making the widest possible sweep, adds considerably to the length of the passage.

The fall of the river in the early part of November, does not exceed six feet, and the sand banks are in no instance above two feet from its surface; while, after its junction with the Chenab, the fall has been less, the banks there being only just perceptible. The average breadth of the Sutledge, when unimpeded by sand-banks, may be something more than a quarter of a mile, but it becomes nearly doubled immediately upon its junction with the Chenab; the strength of the stream at the same time increasing by at least three quarters of a mile. There is not half a mile of the river unimpeded by sand-banks,—which are of all forms and sizes: they are indiscriminately scattered on the borders and in the centre, in such numbers, as to render it very difficult to judge correctly of the true course of the stream, every channel being equally narrow: in such a strait as this, it is generally found advisable to take the widest sweep, and under a bank, should there be one, that being the most likely locality for the deepest water.

The Sutledge is every where very shallow, and no craft of great burthen could attempt the passage with safety. Even a boat drawing less than two feet water, constantly touches ground; but such occurrences seldom cause much delay, for if not got off

immediately by the use of poles, the crew at once take to the water, and, by sheer force, speedily release her. Until after the union with the Chenab, there is not a single creek, or nullah of importance, four or five hours previously to which, a long line of haze, at an elevation of ten degrees from the horizon, points out the direction of the latter river.

But few incidents occur to relieve the monotony of the downward voyage; the people met with are few, and the boats are equally so. There seems considerable *esprit de corps* among the nautical fraternity; on every occasion, when one passes another, conversation is kept up during all the time their voices can be heard, and, whether strangers or not, the general termination of their intercourse, is the expression of a desire to have their compliments conveyed to certain parties at the places to which the one or the other may be progressing. By this means also they obtain mutual information as to the course of the main stream, the strength of current, and on other points, that may appear to them necessary to become acquainted with.

In bringing-to for the night, the Punjaubee shore is always avoided, on account of the liability to attacks from robbers. The other, indeed, does not bear a much better character, so that, whenever it is practicable, the boat is hauled up alongside a sand-bank in the centre of the river, its inmates being thus protected from any sudden incursion, by the expanse of water on each hand; to the utter disturb-

ance, however, of immense flocks of waterfowl, who may have already quietly taken up their positions there. The boatmen make but one regular meal in the day, and that not until their labours are over. Their food consists solely of chepatties, and they have to grind the corn every evening, as well as to prepare and bake the cakes, never keeping a sufficient stock of flour for more than a day's consumption. Should any remain after this meal, it is served out to each in proportion the following morning, but they do not cease working while partaking of it. Their drink is water. They are a dirty race, and it is extremely rare to behold them in the performance of any ablutions. Their language is a corruption of Hindoostanee. The cool air of early morning seems to benumb them, their full faculties not returning until the rising sun once more imparts warmth to all around ; and they appear to delight in it, however extreme may be the heat. They are most fearful of proceeding after night-fall, and no promise of reward will induce them to do so. They have a fire always burning, easily collecting as much fuel as is needed on the river's banks.

A Punjaubee town takes rank with a Hindoostanee village, and as the latter scarcely ever equals the most inconsiderable hamlet in England, some idea may be formed of the poverty of the first. Almost every village has a tower, belonging to the head man in it, which is pierced with loopholes and otherwise capable of defence. On the death of the owner, should

he leave many sons, it not unfrequently happens that the inheritance is disputed, and other towers are run up by them; but, as might in this part of the world too often constitutes right, the strongest or best supported ultimately succeeds his father.

The natives of these parts, like their brethren of Bengal and elsewhere in India, have either the most utter ignorance of distances, or the most thorough contempt for the necessity of at times thinking before speaking; it is, therefore, useless to endeavour to obtain a knowledge of one's locality, by putting questions to them; nothing being gained thereby, but the amusement resulting from their replies. Between Bhawulpore and Ferozepore, on asking at a particular spot the distance to the former, the positive answer was seventy coss; shortly afterwards, according to another equally self-satisfied authority, it had become one hundred and fifty; and for three days in succession, it was exactly one hundred with every body: these respondents being not always ignorant labourers, but boatmen, whose whole lives are passed between the two places named.

It may safely be said, that, from the river, let the eye glance as far inland as possible, it will not embrace a hundred yards of any kind of cultivation in a dozen miles; though much of the soil seems well adapted for it, it is too probable that the treachery of the river is known by those, who might otherwise avail themselves of the advantages it appears to offer.

Not a furlong is passed but the effects of the river's

ravages are apparent in broken banks, and one at last becomes so familiar with the sight and sound of immense masses giving way, as to cease paying any attention whatever to the circumstance; during the stillness of the night, these concussions are heard at a long distance, resembling distant thunder, and the rapid succession of them has an effect upon the stranger not a little curious. That all this should be so is hardly to be wondered at, when the formation of the banks is taken into consideration; they are composed either of sand or light earth, though occasionally these are conjoined in strata, the sand being as often the base as the superstructure; what slight dependence can be placed on their firmness may, therefore, be easily imagined. If the smallest particle is displaced, in any one part, it is often attended by disruptions along an entire bank of several hundred yards in length. A party might search along shore from Ferozepore to the Indus without meeting a stone so large even as a pebble.

The student of zoology would here find ample field for his observations, coupled, doubtless, with some astonishment. It is within the mark to say that he will daily see not less than five hundred alligators; these are of all sizes, from the young one of four feet and upwards in length, to the ancients of from twelve to sixteen. Every sand-bank is crowded with them, their favorite stations being at the tails of such as are isolated, whence, when slightly disturbed, they glide into the water with an almost

imperceptible motion ; but when shot, the plunge with which they regain their native element is very violent. They are of the long-nosed species, and their prey is fish alone. The river ought indeed to be swarming with the finny tribe, to provide sustenance for such a countless host of monsters. Besides those basking in the sun like gigantic leeches, (to the colour of which they approximate) their course is to be traced all around, though the protuberances on the head and extreme end of the snout, are all that can be seen ; while, from sun-rise until night, the agitations on the surface of the water in all directions, give abundant evidence of the bloody conflicts taking place beneath. Kingfishers every where abound. Porpoises are not uncommon, though by no means numerous ; other fish are altogether invisible. Water-fowl, in all their varieties, are not less abundant than the alligator ; they are to be seen by hundreds, from the largest to the smallest species. The variety of storks is also great, and some are very beautiful : the white storks, indeed, occasionally congregate in such vast quantities, that they give any distant low bank, near which they may have alighted, the appearance of a mass of chalk. Upon the Author's return to England, he was surprised to find that the museum at the East India House, scarcely contained one specimen of the birds, so plentiful in this and the Indus rivers.

From one end of the river to the other, not a single fishing-boat or fisherman is to be met with, so

that the alligators and water-fowl have full scope for their predatory pursuits, and hold undisputed possession of the watery region. On shore, a solitary eagle may at times be seen, perched upon the stump of a blasted tree; but, except upon rare occasions, the scenes through which one passes are far too solitary for the hawk and crow—generally such conspicuous objects in every Indian scene where aught exists of animation. The last remark is also applicable to the dog, an animal with which every Indian village swarms; the jackal is heard nightly, and the tiger and hog abound in all the jungles. Wasps are plentiful, not making their appearance, however, much before noon, and taking their leave every afternoon at sun-set. Herds of buffaloes are occasionally seen crossing the river, in the same way as in the Ganges; though here with much greater vociferation from the drivers.

The jungle consists principally of high grass and tamarisk shrubs; the latter, at times, approximating to a moderate-sized tree. Now and then the eye is relieved by the sight of a small forest, the tar and the palm trees being conspicuous therein; but far oftener is the scenery barren and desolate in the extreme. European travellers on these rivers are so rare, that every native on shore, or boatman afloat, is anxious in his enquiries as to who and what the stranger is, whence, and whither going, with every other particular that can be obtained.

At sun-set of the eleventh day, eight hour's jour-

ney from the Indus, portions of the Soliman range of mountains were distinctly perceptible, extending from west to nearly northwest, or through forty degrees of the horizon ; the latter portion being the more lofty, and distant at least eighty-five miles ; that in the western direction, not less than seventy-five.

From every portion of the river, the echo on shore is loud and distinct.

Ferry-boats are stationed every few miles, their approaching departure being announced by beat of tom-tom. There are three other modes of crossing the river in vogue among those who cannot wait until the allotted time for doing so, or who are unwilling to disburse the trifle levied upon the passengers : first, by swimming ; secondly, by taking, as a companion, an inflated mussuck (sheep skin), and by its support paddling over ; but the last, and certainly most curious mode, is by means of a bundle of reeds or straw, about four feet in length, firmly tied together, and used like the mussuck. These novel life-buoys are then left on the bank for the next person needing them, and may be seen every few yards. "A drowning man will catch at a straw," is a proverb that may occur to the reader ; henceforth, it should not be applied altogether in derision.

The expedient in use among the natives to procure water, deserves, likewise, a passing remark. A deep well is sunk in the bank close to the river, a small canal being cut to communicate therewith, and keep it constantly filled ; over this well is a strong roughly-

made upright wheel, round which is a double strap, with a number of earthen vessels (called kedgerree pots) firmly fixed thereto; a horizontal wheel alongside, turned by two oxen or one strong buffalo blindfolded, acts upon the spokes of a small upright wheel, which sets the large one in motion; the earthen vessels descend into the well with their mouths downwards, return reversed and full, and at the point of again descending, a trough receives their contents, which small channels in the ground convey to whatever distance is requisite. The quantity of water raised at each revolution is considerable, and according to the number of vessels employed; many are worked throughout the night, and, as their owners would deem it a profligate expenditure to apply any grease to the axles, the noise of them is always heard at a long distance. After the junction of the Sutledge with the Chenab, these wheels, previously so plentiful, were no more to be seen, which may be accounted for, by the inland creeks then becoming numerous and important.

A heavy fall of dew commenced every night at sunset and continued until morning. The prevailing winds were south and south-west, always very light. The temperature of the water never varied more than two degrees, ranging between 67° and 69° at all hours, not being affected after either of the junctions. The thermometer, early in the morning, ranged between 54° and 57° , after sunrise 62° and 64° , at noon 82° and 87° , and at 9 p. m. from 70° to

74°. The water is scarcely less muddy than that of the Ganges.

There were only two objects possessing anything approaching to architectural interest during the entire route of twelve days; one was the village of Umrote, about fifteen miles from Ferozepore, on the left bank; it is situated somewhat inland, is entirely surrounded by a stone or brick wall, in excellent condition, having the appearance, consequently, of a strong fortress. A *sowar*, mounted on a small but remarkably fast elephant, came down to reconnoitre the passing boat, and stated that it belonged to a Patan chief, named Jumal Deen, a tributary of the Sikh government, and that it contained between four and five hundred inhabitants. Every other village consisted of houses and hovels made of mud and mud alone. The other object was a tomb on the Punjaub shore, about ten miles from the Indus, consisting of the ordinary shaped Mahomedan cupola, rising from a quadrangular tower with two terraces, and very small minarets at the corners of each; the gateway, one or two hundred yards distant, being formed of two turrets, one somewhat larger than the other, with a narrow wall or curtain connecting them; the whole of a brownish stone. The foregoing must be received, however, as a very imperfect description; their distance inland, and the foliage nearly concealing all but the cupolas, rendering it impossible to give a better.

Bhawulpore, which is not seen from the river, is

described by Lieutenant Wood, "as a town with which he felt more pleased than any the mission had hitherto visited. Its streets are cleaner and wider than those of Hyderabad, the metropolis of Lower Sinde, while its bazaar, though not so large as that of Shikarpore, offers a greater variety and has a more prosperous look. Within the place are some fine gardens laid out in the Persian fashion. Though the largest town belonging to the Daoudputras, it is seldom honoured by the presence of the Khan."

There are no Europeans at Bhawulpore, but an intelligent Mussulmaun, named Peer Ibrahim Khan, acts as agent to the political authorities at Ferozepore, and can be applied to in case of need, not hesitating to come from the town to the river, a distance of four or five miles, if required. There is a branch of the post office here, the only one between Ferozepore and Sukkur.

CHAPTER IX.

THE RIVER INDUS.

AT noon of the twelfth day from leaving Ferozepore, and the third from Bhawulpore, the broad bosom of the noble river, swelled by the united contributions of her four younger sisters, received the traveller's boat. His first impressions of the busy scene into which he was launched were anything but unfavorable. Before him rose the small but important town of Mithun Kote, conspicuous by its substantial, square and flat-roofed houses, and towering above them, at either extremity, were two elegant cupolas, which at the distance whence they were viewed, appeared of the finest marble. In face of it is the large thickly-populated, but mud-built village, of Chachur, between them employing several ferry-boats, and which were filled with people, merchandize and cattle; while more of all were waiting for transport on the bank. Rafts loaded with fuel were being towed up the stream, and all was bustling animation. The Author had hardly entered the Indus when he was loudly hailed from the shore,

(between which and himself was a bank with three feet water only, and at least a quarter of a mile in breadth) and commanded to land and show that he possessed a purwannah (passport) from the political authorities at Ferozepore; but, being pressed for time, he disregarded so unwelcome an invitation, very naturally preferring the increased velocity which he had attained, and conceiving that, if such a form were requisite, the Government should have provided its functionaries with a boat to meet strangers, and so subject them to no unnecessary delay. The voice and threats of the indignant official soon died away in the distance, and a turn in the river prevented a longer gaze at the gesticulations he so abundantly displayed. A few rising sand-banks, with their usual occupants, then presented themselves, beyond which, as far as the eye could reach, was one unimpeded expanse of stream nearly two miles in breadth. But in the direction of either shore, the scenery of the Sutledge once more returned, and all was utter vacancy; on one hand a bank of six feet high, supporting a jungle of the same elevation; on the other, a sandy desert flat, with no tree or hovel to relieve its monotony, and nought but a few withered branches here and there interspersed, left by the retiring waters of some former flood.

Towards the close of day, the small encampment of a commissariat officer collecting grain, with its tents, boats, people, camels and horses, contrasted

strongly with the desolation both before and subsequently. At sunset, the mountains of Soliman were again in view, extending full ninety degrees from west to north.

Such is the aspect, almost without any variation, from Mithun Kote to within a few miles of Sukkur; between those places are three or four petty mud villages, within sight of the river, each having a few cultivated fields in its neighbourhood. The owners of the latter have evidently had reason to repent their boldness in infringing so far as they have done, upon the river's dominion, as many yards of their crops are growing from the water, where it has been too shallow to swallow up the whole, a fate which their tenements themselves will most assuredly ere long experience. There are also a few temporary hamlets, each of not more than a dozen hovels, located on the very borders, the abodes of fishermen, who by the exercise of their calling, obtain a scanty livelihood, for, although the fish is good and plentiful, none can afford to buy but at the lowest rates.

The current of the Indus varies greatly in strength; at times it does not exceed three miles in the hour, at others four, four and a half, and sometimes five; while, when the bed is confined by sand-banks within a small space, it rushes round every jutting point at six or seven, and forms a backwater, or whirlpool, at every indentation of the bank. Through the carelessness of the steersman, the boat will sometimes get involved in one of these, when from ten to twenty

minutes will be lost in getting her free. Between Mithun Kote and Sukkur, a distance of one hundred and seventy miles, the current may, on the average, be reckoned at three miles and a half per hour, the transit occupying three days and a half.

The course to Sukkur varies very little from the points between west-south-west and south; though, about eight miles from the latter place, there is one long reach running east-north-east, exactly parallel with that succeeding it, which is west-south-west. Along the whole course of the former, the bank was falling, immense masses, tons in weight, giving way every moment, carrying with them tamarisk and other shrubs at least twenty feet in height, each concussion sounding at a distance like the roar of artillery, and causing more commotion on the water than would the paddle-wheels of the largest steamer. Half a mile on the other side of this bank, a broad nullah flowed on its course to the main river, and there cannot be a doubt that, before the lapse of many weeks, the inroads of both will utterly submerge the whole of this, comparatively speaking, vast tract of land; the loosened portions being gradually borne along to form a sand-bank at some portion of the river now altogether free.

It is the shifting nature of these sands that has been, and will continue to be, the great bar to the navigation of the Indus. It may confidently be asserted that, during every hour of the day and night, some material change is taking place; and it would be folly in any one to calculate upon the main stream

pursuing the same course in two successive years. Vessels of large burthen must, therefore, still be debarred from a share in the commerce of the Indus, which will be confined to the flat-bottomed boats and steamers, the utmost extent of whose draught of water must be below four feet, in order to render them safe for all seasons of the year.

The boats of Lower Sinde vary but little from those of the Sutledge. The stem and stern are not so broad, and at each there is a much larger space decked off from the centre, somewhat confining the latter, though, from being deeper, not greatly diminishing the capacity for cargo. This arrangement is necessary, as the boatmen frequently have their wives and children living with them on board, reserving the after-part to themselves, and all the rest being appropriated to the passenger, in case the vessel carries one. On these occasions, the women work at the tracking-rope, and assist in the necessary duties, with all the energy of the other sex, and sometimes even more.*

* The following interesting and curious return of boats on the Sutledge has been obtained from a source we fully rely on.

New boats built on the Sutledge from 1838 to 1841, inclusive.
Boats that navigate the river from Loodianna to the sea.

No. of Boats.		Aggregate Burthen.
1838	.... 5 of	1900 maunds.
1839	.... 11 „	4900 „
1840	.... 43 „	21200 „
1841	... 69 „	37050 „
<hr/> 128 Boats.		<hr/> 65050 <hr/>

Very few alligators are seen after the first day's journey on the Indus, and, some time before reaching Sukkur, they entirely disappear. In lieu of them, the porpoise is abundant, and may be seen floundering about in all directions throughout the day, while the noise made by their blowing, breaks incessantly upon the silence of night. Storks, geese, and other water fowl are not less plentiful than in the Sutledge. Bandicotes of immense size are very frequent on the banks. Puffs of wind, of considerable violence during the hour or two they continue, and at this season invariably from the north-east, are of constant occurrence; against them the river boats are utterly helpless, and must be brought to until they moderate. Ferry-boats are more numerous, and fishing-boats much more common, than on the Sutledge, especially near villages; of the latter, two, named Chuck and Rode, a few hours' journey from Sukkur, are apparently of some consequence, and thickly populated; the tenements are, however, all of mud. The reaches are much longer than in the

Boats called Chuppoos that seldom venture further down the Sutledge than Gourgeana (though sometimes seen at Sukkur) built principally in the Beas.

No. of Boats.		Aggregate Burthen.
1840	.... 18 of	5550 Maunds.
1841	.... 31 „	9300 „
<hr/> 49		<hr/> 14850

(*Bombay Times*, 26th Feb. 1842.)

Sutledge, and seldom vary in their direction more than five or six points of the compass.

On approaching Sukkur the soil assumes a somewhat more fertile appearance ; and from the firmer texture of the bank, the huts are built within a few feet of it, while corn is growing and cattle safely grazing on its very verge, in defiance, as it were, of the still impetuous flood beneath. Lofty minarets, gaudy-looking mosques, and castellated buildings of every variety of form, all mixed up in apparently inextricable confusion, with thousands of luxuriant date trees, interspersed among them, next fix the attention ; and a few minutes' further progress on the rapid river enables the passer-by to see each separately and distinctly. On the left bank is Roree, on the right Sukkur ; while between them is the spacious fort of Bukkur, occupying the entire island on which it stands.

This fort has been erroneously supposed by many to have been the first conquest of the army of the Indus, in the Affghanistan campaign ; but such is not the case ; in fact, although still in their possession, it does not belong at all to the British Indian Government, being only lent to them by its owner, Meer Roostum Khan, the Ameer of Khyrpore ; the consideration paid for its occupation, so long as it shall be needed, being one hundred and fifty thousand rupees ; and the owner's small triangular crimson flag still waves on the lofty keep, below the glorious flag of England.

As a place of strength, Bukkur is utterly insignificant: and the state of its battlements may be imagined, from the fact that the firing of the mid-day gun did so much injury to them, that it was discontinued, and that signal is now given from a small battery crowning an eminence above Sukkur. From Roree or Sukkur, on either of the main shores, it could be battered down in a very short space of time.

To the north and south are two smaller islands, the former containing the remains of a handsome mosque.

That Sukkur was at one time a place of much importance, is evident from the ruins of a vast number of tombs in every direction round it; all the many hillocks near the place being crowded with them. Many are, however, in course of removal, to give place to residences for the living, such as are in good order, being, with some slight alterations, in most cases, made into capital out-offices, their ornamental mosaic faces, which, for cook-rooms, wine-cellars, &c., would not fail to throw a ludicrous appearance on the plainly-built structure near them, being covered with a coating of that Sindian *sine quâ non*, mud.

Though not altogether an unhealthy place, Sukkur is bitterly complained of for its excessive heat; the thermometer in the house, from April to August, frequently ranging between 120° and 130°. When it is considered that the southerly breezes, to which it is exposed during those months, reach it after tra-

versing some hundreds of miles of sandy desert, this can hardly be matter for surprise. Most of the houses have verandahs entirely round them, which, with the window-blinds, &c. are closed early every day, thus doubly protecting the inmates from heat and glare; yet, with the use of tatties, and every other artificial mode of lowering the temperature, few are successful in reducing it below 90° . About midnight, this excessive heat decreases, but, early next morning, it returns with equal intensity. It does occasionally happen, though not frequently, that a sudden rain will set in during the hot season, and continue for some days, when the thermometer will in a few hours fall from the mark already quoted to between 60° and 70° .

The strength of the current during the inundations, from June to August, is nearly nine miles per hour, rushing along in a sheet of foam, at which period the steamers travel at an extraordinary rate, reaching Hyderabad from Sukkur in a day and a half.

A glance at the map will show the important and commanding situation of Sukkur, whether as regards the navigation of the Indus, or the countries to which it is contiguous; and recent events fully prove the necessity of having a strong force concentrated there.

Inconsistent as it may appear, chests of treasure are, for greater security, kept night and day in the open air, large sums being generally guarded by a

single Sepoy. It is argued, and not perhaps without reason, that there can be no risk of secret abstraction while thus situated; whereas, within the walls of a house, where a guard could not at all times be stationed, such an occurrence may easily take place.

Date trees are every where very numerous, but the fruit they produce is of inferior quality.

Roree is merely a native town, and stands on a flinty precipice, nearly fifty feet in height, some of the houses in it actually overhanging the river, while others slope inland, lofty turrets peeping from the midst of mud hovels. A small harbour gives shelter to a large fleet of boats, beyond which, is a thick grove of date trees. Lieut. Wood thus writes of the three places: "At Roree, a low bleak ridge, of limestone and flint formation, crosses the bed of the Indus. On the east bank, the rock, crowned by the town of Roree, rises abruptly from the river, which flows by it at four miles an hour at one season of the year, and with double that velocity at another. On the west bank, where the town of Sukkur stands, the ridge is depressed, and is swept by a narrower and more tranquil stream. In the mid channel are several islets; the tile-stained turrets on one, near the east shore, giving it more the appearance of a Chinese pagoda than a Mussulmaun's tomb. Two of these islands are famous in Indian story; Bukkur, for its strength, and Khadja Khizr, for sanctity. The banks of the river, for some distance below Bukkur, are fringed with the date palm, and its appearance,

always pleasing, is here heightened by the character of the neighbouring country. On the west bank stand the ruins of Sukkur, with its tall minar, towering gracefully above the dark date groves. Red flinty hillocks form the back-ground on both banks, while between them rolls a broad stream, adding beauty to the whole."

In the event of the traveller's boat being engaged only to Sukkur, and no steamer be available there, a further boat engagement must be entered into, at the same rate as before; the length of the journey being estimated at two months and a half, instead of three. The total amount of boat-hire from Ferozepore to the sea would, therefore, be two hundred and forty-two rupees, or the hire of nearly six months, for little more than a three weeks' voyage. It should be borne in mind, however, that in returning, especially near the sea, the average progress is seldom more than seven or eight miles per diem. In all that regards these boats, the traveller will meet with the utmost attention from the Superintendent of the navigation of the Indus, stationed at Sukkur, where also fresh supplies of all kinds can be laid in if requisite, either for the seven days that will be occupied in reaching the mouth of the river, or for the fortnight that may be required to arrive at Bombay, thus avoiding all delay on that account at the river's mouth. At Sukkur also it is far from unlikely, considering the constant communication between it and Bombay, that servants may be procured desirous of

going to the latter place ; the Ferozepore men might then be discharged, and no trouble would ensue to the traveller, on his arrival at the Western Presidency, in providing a passage for them back to Ferozepore. In matters of this kind, however, every thing depends upon the agreements originally entered into.

Around Sukkur the Persian water-wheels are abundant, in all respects similar to those of the Sutledge, though between it and that river scarcely one was visible. The reed life-buoy seems quite unknown, but the sheep-skin mussuck is still used ; in addition to which, the paddler's feet are clasped round the neck of an empty earthen jar, with the mouth upwards, thus enabling him to lie at full length on the water. The hunting-grounds in the neighbourhood are stocked with wild boar and deer, but there are no tigers.

For a few miles beyond Sukkur, date trees are plentiful, when the former description of scenery returns with little variation. At about fifty miles distance, a branch from the Indus flows in a south-westerly direction, and empties itself into a lake named Munchar, the branch itself being dignified by the style of River, and, from being exceedingly serpentine, the name of Nara, or snake, has been given to it.

The Brahooick or Hala Mountains come in view after a further progress of ten miles ; and either they, or the spur from them, called the Jungar or Lukkee

Hills, continue so until reaching the vicinity of Hyderabad, when no more of them is seen. In the Halas is the celebrated Bolan pass, crossed by the Army of the Indus on its march into Affghanistan. Sixty miles beyond, and situated on the right bank, is a handsome tomb and gateway, the only specimen of elaborate architecture to be found between it and Sukkur.

On approaching Sehwun, one hundred and sixty miles distant from Sukkur, the Lukkee Hills gradually open to the view, the four mounds, terminating the range having, from a distance, the appearance of pitched tents. Sehwun is situated inland on the right bank of the Arrul river, which emerges from the lake before-mentioned, and here joins the main stream. The village, though mud-built, seems large. On mounds in its vicinity, are various ruined tombs, with the remains of an old castle, the date of which has been attributed to the Greek era, from the coins found therein having been supposed to warrant such a supposition. While at Sukkur, the Writer saw various gold, silver, and copper specimens, which had been found among the ruins, but none were of greater age than three hundred years. The copper coins were exceedingly numerous, most of them being a mass of verdigris. The tomb of a famous Khorasan saint, named Lal Shah Baz, is still in existence, though six hundred years have passed since its erection.

The Indus here takes some considerable turns, at

length washing the very base of the Lukkee Hills, for some miles continuing to do so, then gradually receding to the south-eastward, when the hills, which have rarely exceeded one or two hundred feet in height, become more lofty, ultimately reaching an elevation of between one and two thousand. In no country would it, perhaps, be possible to find more barren and desolate hills than these. Throughout the entire range of some fifty miles, not a tree or blade of grass can be perceived on them, the only approach to vegetation being an occasional jungly bush, not six feet in height, and these but very rare. Utterly useless thus to man and beast, the eye can nowhere discover the traces of either. The extremity of this range was the first mountain-pass traversed by the Bombay division of the Army of the Indus, on its way to Shikarpore.

About twenty miles from Hyderabad, on the left bank, is another tomb amidst a jungle; it is in the usual style of erections of this nature, but not so large or ancient as those previously alluded to. Hyderabad is distant one hundred and five miles from Sehwan, and two hundred and sixty-five from Sukkur.

During the period that the lion-hearted Major Outram was Resident at that court, no English traveller on the Indus ever failed to stop for a few hours, however urgent might have been his journey, to pay to him the respect due to his gallantry and bravery in his country's cause, and at the same time

experience his hospitality, in the widest sense of the term. From the Presidency to Hyderabad is a gallop of three or four miles, partly over a rough sandy plain, and partly through cultivated fields. A visit to the capital of Sinde will well repay the traveller.

It is extensive, consisting of numerous lanes, seldom more than six feet in width, and so winding, that the eye can never obtain a view of more than a few feet a-head. Mud hovels are closely packed on each side. The bazaar is tolerably straight, nearly double the width of any other portion of the city, and, above a mile in length; it is a scene of lively bustle, and so thronged with men, women and children, camels, horses and oxen, (the latter loaded with forage, fuel and water,) that very slow progress can be made through it; shops extend on either hand, from one extremity to the other, all open in front, with mud roofs supported by bamboo poles. In the rear of each is an enclosed chamber, in which the wares are deposited at night, the owners living and sleeping in front of the fastened door, and thus protecting their property from plunder. It is almost impossible to name anything, among the necessities of life, not obtainable in this bazaar, very few of its luxuries, indeed, not being also procurable. The principal shopkeepers are Hindoos, and their snow-white turbans, with large and projecting upper folds, tend greatly to set off the pleasing features of this handsome race of men, and contrast forcibly in

their favor with the unbecoming worsted, peakless, military foraging cap, which is worn by all the lower orders, and even by the fighting Beloochees. The latter are a wild, savage-looking race, most of them armed to the teeth; and although more than three years have elapsed since peace was formally established between their government and that of the English, they still detest the sight of a white face, and, on the rare occasion of their seeing one in the heart of their city, their hands involuntarily grasp the knives at their girdles, which they might probably be inclined to use, but for the presence of the armed and mounted escort, which the Resident is careful should accompany the curious traveller.

The women are, generally speaking, good-looking, while the children are invariably pretty. Among the inhabitants are many negro slaves of both sexes; whose slavery is, however, very light, and after a time, they become incorporated, in a measure, with the families of their owners, though their intermarriage with the Sindians never occurs.

The only architectural objects in and around the city at all worthy of inspection are the fort, the mosques, and the tombs. The first frowns above the mud hovels that on one side closely hem it in, and the cannon on its battlements are in position to sweep the bazaar and other places likely, on account of the shelter they afford, to swarm with hostile foes. Dr. Burnes describes it as "a paltry erection of ill-burnt bricks, crumbling gradually to decay, and

perfectly incapable of withstanding for an hour the attack of regular troops." Major Outram adds: "its walls are built of brick, on a scarp generally from twenty to thirty feet in height, but at two places, where the ascent would be attained by means of the demolished wall, they are not above ten or fifteen feet high. Artillery would soon breach it." Dry moats only partially surround it, while at every elevation, and scarcely a yard apart, the walls are pierced with loop-holes, mostly blocked up with stones. Hyderabad, during the inundations, is all but surrounded by a branch of the Indus, called the Fulailee, at other seasons being nearly dry.

In the Fort, reside the jointly ruling cousins and their families, who look upon the entrance of Europeans therein with an exceedingly jealous eye, and the practice has consequently been prohibited by the political authorities. Their treasure, in coin and jewels, is said to be immense, having been estimated at the value of twenty millions sterling. With such vast means, the Ameers might make their country as prosperous and happy as nature has evidently designed it to be; but, so far from doing this, their government is despotic in the extreme, and should any of their subjects amass a fortune, exceeding what their state of life renders necessary for their support, they are immediately sent for to the capital, and their hard-earned gains are made to swell the ill-gotten hoards lying unemployed in the strong rooms of their fort. Thus, spirit and enterprize are utterly

discouraged, and it is not at all surprising, that the inhabitants are the wretched beings they are pronounced to be by every one who has visited the country.

Of mosques, there are several, but none worthy of particular notice, the Sindians not appearing to be much given to devotion. One of their religious customs is somewhat curious: a tall flag-staff is erected on any vacant space in the town, with various ropes from near the summit attached to the ground; along these ropes are tied small sprigs of trees and leaves, as votive offerings.

The tombs are in all directions outside the inhabited portions of the city, and indeed closely approximating to them; some are plain, and others ornamented in the way peculiar to the Sindians; layers of paint, of various colors, being in the first instance laid on, and then such ornaments as are required, carved out. Very neat small globular and cylindrical boxes, painted in this manner, are obtainable here, as well as at Sukkur. Few of the mausolea have any pretensions to be admired; those, however, of the reigning family, the Talpoors, as also the Kaloras, their predecessors in the government of Sinde, are separated from the common tombs, and are lofty and imposing: Lieutenant Wood thus describes them.

“The tombs of the deceased members of the reigning family are grouped a little apart from those of the preceding dynasty. Of the Talpoors, that

of the reigning family, Mir Kurm Ali, is the only fine structure. Display characterized this chief in life, and a love of pomp seems to have gone down with him to the grave. It is a quadrangular building, with a turret rising from each corner, and a handsome central tomb. But the mausoleum of Gholam Shah, of the Kalora dynasty, displaced by the Talpoors, is far superior to all the others. Its figure resembles that of Kurm Ali, but without the corner turrets. The purest Parian marble lines the inside of the building, which is highly ornamented with mosaic work, and decorated with sentences from the Koran. The tombs of the Kaloras are neglected, but those of the reigning family are kept in tolerable repair."

The princes are exceedingly fond of the chase,—if such unsportmanlike proceedings as theirs, can have that term applied to them. On the banks of the river, are many thick forests, called Shikargahs, consisting of trees of various sizes and of high jungle, for the most part surrounded by mud walls, five or six feet in height; some of them are miles in extent, and all are strictly preserved for the Ameers' exclusive use; the slightest infraction of their game-laws being punished with severity, even unto death. The principal and most prized of the game abounding in these forests, is deer; and it is a point of competition among the cousins, which shall, in a certain time, possess himself of the greatest number, with the largest antlers, the result of his own skill; each

having his own private hunting-grounds. Within each, are reservoirs of water, fenced round, and when the Ameers propose to shoot, the gates leading to them are kept closed until their Highnesses are ready to commence their murderous work; they then secrete themselves in their hunting-boxes which have apertures in all directions, from whence to pour a deadly charge upon the doomed animals when they rush to the element from which they have been so long debarred, and who thus fall an easy and inglorious prey. Night time is the favorite season for the sport. This foible might be termed harmless, were not their people considerable sufferers by it; the sites of the forests being the finest soil in the country, and villages being at times depopulated and destroyed, if they happen to be too near the sacred grounds. No sacrifice of revenue, however considerable, is allowed to interfere with these propensities, in some respects, reminding the reader of those of the Norman princes in early English history.

Occasionally, the Government Steamers are lent to the Ameers to convey them from one hunting-ground to another. An officer of one, who had thus seen much of them, describes them as very affable and generous, but extremely ignorant; they daily furnished the commander's table with exquisite dishes, prepared by their own cooks, and on leaving the vessel presented the crew with five hundred rupees. Noor Mohammed and Nusseer Khan, sons of the late Mourad Ali, are not on good terms with their

cousin and coadjutor in the sovereignty of Sinda, Sobdar Khan; and they consequently do not make excursions in company. Shahdad, the eldest son of Noor Mohammed, is said to be perfectly English in his tastes, admiring all the customs of this country, and, though scarcely daring to give utterance to it, has the most ardent wish to visit Great Britain. Probably, the long looked-for death of his father, which has recently taken place, may now enable this young prince to accomplish his desire.

Throughout Sinda, the mode of washing is altogether different from that of India, where the clothes are beaten on large stones; whereas in Sinda, they are thumped with short thick sticks. It does not often happen, however, that such operations are witnessed here, the Sindians generally evincing a thorough contempt for cleanliness.

The Sikh and Sindian magnates do not appear partial to aquatic sports: the Author met but one pleasure-boat between Ferozepore and the sea; this was near Schwun, and it was certainly very handsome, though in form very similar to those already described as in use in Lower Sinda; towards the stern, a number of elegant pillars supported a canopy, forming a covered apartment of large dimensions open on all sides; while the stern itself was occupied by a dome-shaped tent, of crimson cloth; every portion of the wood work which admitted of it, being beautifully and elaborately carved.

For many miles beyond Hyderabad, the left bank

of the river is covered with detached table rocks, in length about a quarter of a mile, and forty or fifty feet in height, of the same description as that on which the fort is built, and with the ends so gradually sloping, that they impress the beholder with the idea that they must be the result of art; they are utterly bare of verdure.

The only place of consequence between Hyderabad and Tatta, is the town of Jurruk, between the two. Nearer to Tatta, on the right bank, are other rocks similar in size and form to those just alluded to, but composed of a red loose stone, small stunted bushes being scattered over them; these, varied by the hunting-grounds already named, jungle, occasional hamlets, and small spots of cultivation, compose the scenery between Hyderabad and Tatta, a distance of seventy miles. Before reaching the latter, a deserted bed of the Indus is passed on the right, which presents a much more extensive body of water than the correct course, rendering a previous knowledge of the river necessary to prevent the boatmen taking the wrong one, the strength of the stream appearing equal.

No view of Tatta is obtainable from the river, but there is generally a steamer at anchor, which will suffice to mark the spot at which parties desiring to visit the remains of its former greatness should disembark.

There are three ports of departure open to the choice of the traveller to Bombay.

First.—Kurachee, but although named first, and being indeed the principal, it is by no means the most convenient one. In adopting it, the river boat must be left at the Ghaut, four or five miles inland from Tatta ; a journey of sixty miles has thence to be undertaken, nearly equally divided between land and water, before attaining Kurachee. All the steamers from Bombay go there, and should none of them be returning, native boats in abundance may always be had, the journey between it and Tatta being the main difficulty and annoyance.

Second.—Unnee. This is an insignificant place, little more in fact than the last fuel-station of the steam-boats, yet being in the main stream, leading to the present principal mouth of the Indus, the Kedywarree, some boats may generally be met with taking in cargo for Bombay. If a satisfactory choice can there be made, well ; if not, there is,

Third.—Gorabarree, or Vikkur, three miles inland from Unnee, and twenty from the sea, but on the bank of the Hujaumree branch of the river, which, for some time previous to the year 1838, was the main channel. As it is the site of more extensive traffic than at Unnee, a greater selection of boats is possible there.

Formerly, when the Indus Steam Vessel was stationed at the mouth of the river, it was considered by many that the best plan of getting a boat was at once to proceed there, but this was a misapprehension, as no boats were ever procurable so far down,

and messengers had to be sent to procure them from one or other of the three places just named ; Kura-chee being distant forty miles, Gorabarree twenty, and Unnee sixteen. A day or two was thus inevitably lost, especially if the boat was hired at Gorabarree, as she had then to go out to sea by the Hujaumree mouth, the passenger being compelled to proceed in a small boat six or eight miles to meet her, beyond the bar, and giving unnecessary trouble to the commander and officers of the station steam vessel. The Buggalow people also are an imposing race ; and no opportunity for competition or selection could be had when the latter mode was pursued, exorbitant sums for their hire being insisted upon. The fair average cost of passage for an individual in a boat fully laden with cargo is from sixty to eighty rupees ; or for a smaller boat which is occupied to the exclusion of every thing else, from one hundred to one hundred and twenty. Regarding the boats themselves, their accommodations, &c., a few words will be said in the next chapter.

Steam navigation on the Indus, through the liberality of the Government, and under the control of the active and intelligent superintendent, Captain Carless, bids fair shortly to rival, if not outstrip, that on the Ganges ; indeed it has already effected that which may without exaggeration be termed an extraordinary undertaking ; in the voyage of the Comet, a vessel of one hundred and thirty feet in

length, beyond Loodianna on the Sutledge,* a distance from the sea of more than one thousand miles. Considering our very recent acquaintance with the river, it is not unreasonable to expect great advantages in every point of view from the more general use of steamers.

Had it not been, indeed, for the disturbances in Sind and the neighbouring states, a frequent and regular communication would ere this have been established between Bombay and Sukkur, and subsequently to Ferozepore; so obvious a benefit to the north-west of India, that it would be waste of time to point it out. A system has long been organised, and peaceful times are alone wanting to see it in full play. At present, there are five river-steamers, and more are building; they run from Sukkur to Tatta, and, when necessity requires it, even to the very Kedywarree mouth of the main river; but, as they are not regular in their dates of departure, they are only available by chance. No stronger evidence of their utility could be given, than the fact of one having lately conveyed from the sea to Sukkur no less than two hundred European troops, with the whole of their baggage, arms, and ammunition, in little more than a week; whereas other boats would have occupied a couple of months; and this too, at a

* Literally to a spot where a river should cease to bear that name, but be more aptly designated, a mountain torrent flowing over a rocky bed.

time when a reinforcement to the garrison at Sukkur, was most urgently required.

The arrangements as to freight and passage scarcely vary from those of the Calcutta steamers, detailed in the first chapter. There being no flat with an abundance of cabins, the latter are scarce, and the fixed rate of charge for them is six annas per mile, or three hundred and thirty-eight rupees from the sea to Ferozepore. The charge for cuddy berths, which assimilate to the saloon of an English steamer, is five annas, or two hundred and eighty-two rupees; for deck passengers, three annas, or one hundred and sixty-nine rupees for the entire distance; for children, extra-servants, soldiers, &c., one anna, or fifty-six rupees. Table-money, four rupees per diem, exclusive of wines.

The freight of treasure varies from two annas to one-rupee per cent., according to its destination; and of measurement goods, from eight annas to two rupees per cubic foot, with the same deductions as in Calcutta for the downward voyage, on account of its rapidity.

The draught of water of these steamers does not exceed that of the Bengal boats. There is an efficient pilot establishment with stations between Ferozepore and Bhawalpore thirty miles distant from each other, and thence to the sea only twenty; two men are attached to each, who, when not actually employed, or in the immediate expectation of being so, are occupied in sounding and marking the constant changes

that take place. These stations are likewise the depôts for wood, that being the only fuel made use of. The boats are built of iron, each with two engines of thirty-five horse power; but their accommodations are very ill-adapted for the hot regions they have to traverse, since they have no ports or skuttles in their sides, the only air admitted to the cabins being from the skylight. The engineers are better paid than the commanders; those of the second class receiving a monthly allowance of between thirty and forty pounds sterling.

. Since the publication of the first edition of this work, there are scarcely any material alterations to notice in the navigation of the Indus. Another iron steam-vessel has been added to the flotilla, named the *Satellite*, and she has proved very useful in towing up heavy flat-boats loaded with troops; indeed, all the vessels have been employed incessantly conveying them and military stores to Sukkur, the continued unsettled state of the country still preventing their transmission higher up the river. Ill health has compelled Capt. Carless to return to England, and the command of the Steam Flotilla has consequently been given to Capt. Nott, of the same service.

CHAPTER X.

MOUTH OF THE INDUS TO BOMBAY.

THE Writer reached the mouth of the Indus on the 22d November; and in consequence of the delay caused by sending for a boat to Unnee, (a plan which was deprecated in the last chapter) was detained there until the 24th.

The station vessel, the Indus, (the first of the present class of steamers that navigated these waters,) was then anchored at the extremity of the land, three or four miles within the bar. Her duties were to receive Government stores brought by the sea steamers from Bombay, for the use of the garrisons up the river, and to tow craft over the bar to sea, the charge for the latter being twenty-five rupees. This life was a most inactive one for commander, officers, and the European part of the crew; as, on an average, the steam was not got up once a month. No vessel is now kept there, and the Indus is employed to convey the mails between Bombay and Kurachee.

The bar is a formidable obstacle to the navigation

of the river; it extends entirely across the mouth, and has hitherto been believed to have no more than ten feet water at the highest spring tides, and two and a half only during the neaps. There is some error in this supposition, however, for on the day the Author crossed it, though soundings were unceasingly taken, there was never less than eighteen feet. Captain Dawson and Mr. Morrison, the two officers then in command of the steamer, were employing their leisure time in surveying this bar; and it is to be hoped, that the results may be more favorable than those shewn by former surveys. Over some parts, a heavy surf breaks when there is any wind.

The Hujaumree mouth has a similar bank, not more than two miles from the Kedywarree, and was that at which the Bombay division of the army of the Indus entered in 1838; it is not now navigable much beyond Gorabarree or Vikkur, the river having since then adopted its present course.

In the space between the two streams, are three or four wretched villages, surrounded by almost impassable swamps, in which, however, cattle and sheep are grazing (the latter rarely weighing more than from twelve to eighteen pounds), whilst flamingoes, curlews, cullum, geese and ducks, swarm there in such countless quantities, that the air is literally darkened when they take to flight.

In the offing, the wreck of the ship Hannah, dry at low water, answers the purpose of a beacon, in

addition to less melancholy ones on shore, to point out to mariners the correct channel of either branch of the Indus. The vessel in question was recently lost while conveying a portion of Her Majesty's 17th Regiment from Kurachee to Bombay, but fortunately without the destruction of human life. Though filled with water and sand, it may be a long time yet before she goes to pieces. The Khelat jewels were on board her; the sum realised for which, at the sale in Bombay, fell so far short of the expectations of the sanguine captors, as to cause grievous disappointment.

The sandy beach is level as a bowling-green; is extremely firm, and forms a superb promenade, of many miles in extent; carriages might readily be driven over it. The tide has but little influence beyond Unnee, sixteen miles from the mouth, the flood continuing but four hours, whilst the ebb lasts eight. It would be difficult to describe the astonishment of the boatmen, who had never before been near the sea, upon their awaking a few hours after having brought to near an extensive creek, and discovering the bed of it entirely dry, and again becoming refilled, before it was time to start in the morning.

There does not appear much fishing in this vicinity. A small species, termed cat-fish, (from the noise they make when caught being similar to the cry of the animal,) takes a bait whenever offered: they vary in length from six to fifteen inches, and their back and

side fins are sharp as knives ; the natives alone eat them. Mosquitos are extremely troublesome.

The boats trafficking between the Indus and Bombay are termed Buggalows, or Pattimars ; they are all much of the same description, varying only in size. A short (though unnautical) account of that in which the present voyage was made, may not be deemed irrelevant. In length she was seventy feet, with a beam of eighteen, in both cases taking the extremes, of 150 candies burthen (equal to fifty tons), and drawing twelve feet water. She had but one mast, carrying a single huge sail, almost triangular in form, which cannot be reefed, and is exchanged in bad weather for one of far less dimensions. Both stem and stern diminish to a point ; about twelve feet of the latter are covered in with matting and bamboos, beneath the roof formed by which is the passenger's accommodation ; it would be next to impracticable for more than one person to find shelter in it, and that one must not be a lady, as without reference to other inconveniences, a steersman occupies a portion of 'it day and night. A folding-door opens at the stern, through which the tiller is introduced, requiring it to be always open ; the only part enclosed in front, is about a depth of three feet, from above which, and through numerous holes in the sides, the wind, from whatever direction it may blow, obtains free ingress. Privacy is altogether out of the question, and a standing posture beneath the beams, equally so. Below this elegant poop-cabin,

is a somewhat smaller one, but quite dark, and an entrance to it only obtainable by crawling. Of the fore part of the vessel, eighteen feet are covered in as a shelter for the crew, beneath which they cook and sleep; all the rest of the vessel is devoted to cargo, and open, like a common river boat. Cross-beams prevent the two sides from coming into too loving contact, along both which are two loose narrow planks, forming a pleasant quarter-deck walk in fine weather. The pedestrian should, however, have a steady head and foot, for, on one hand, there is not the slightest elevation to prevent him from tumbling into the sea, nor on the other to save him from the hold. There is a gradual slope towards the head, causing a considerable pitching when there is not sufficient wind to keep the vessel's monstrous sail from flapping. Grotesque paintings, principally of peacocks and roses, in the gaudiest colours, are meant to adorn the towering stern and front of the poop; while all else is black with dirt and filth, and it is doubtful if, from the time she left the builder's yard, a drop of water has been applied, to cleanse her deck or bulwarks.

The crew, about twelve in number, are an industrious contented race; they have much leisure time, which, in lieu of passing in sleep, like most other Mussulmauns, they employ in making fishing-nets; the effect produced by so many of them sitting down and knitting, precisely after the fashion of ladies, being somewhat curious. They are exceed-

ingly devout, their faces being turned to Mecca rarely less than five times in the day.

To questions that may be put to them, as to the probable time of reaching a particular place, they never reply otherwise than, "that all depends upon God;" apparently deeming it impious to speak with any approach to certainty on such subjects. Their food is rice, salt-fish, and chepatties. They navigate purely by calculation, a compass of a very incomplete kind being their only assistance, while they have no other instruments nor any charts, and though occasionally out of sight of land for days together, they seldom commit any great errors. It is true, they only venture to sea during the N. E. monsoon, when the sea is generally smooth, the wind fair, and bad weather seldom experienced. When they hug the coast, they are subject to the land and sea breezes, the period of the daily change of which about noon being accompanied by a calm of an hour, and sometimes more.

With regard to distances, the crew were as much at fault as the natives on the Sutledge formerly alluded to. The Commander, though he had made fifty voyages between Kurachee and Bombay, occasionally erred in his computations by twenty or thirty miles: they reckon by the coss, equal here to about a mile and a half English.

Successively passing the various embouchures of the Indus, which are plainly defined by the appearance of a ripple, and a discolouration of the water,

though no land was visible, a slight breeze brought us, in somewhat less than forty-eight hours, abreast of Cape Juggut, at the entrance of the Gulf of Cutch.

Of this place, Lieut. Wood says: "Juggut is a temple of great reputed sanctity, to which pilgrims resort from farthest India. As vouchers for having been here, it is customary for the impression of a rupee or other coin to be branded on both arms, a little below the shoulders; for imprinting which, the Brahmins receive a fee. The principal temple is dedicated to Krishna, and the smaller ones are sacred to Runchoorjee and Goomtee, gods of the Hindoo Pantheon." It is called also Dwaraca by Hamilton, and in 1809, he says, it was possessed by Mooloo Manick, a powerful Okamundel Chief, when twenty-one villages, with a population of 10,000 souls belonged to it. On condition of his abstaining from piracy, the British Government afforded him protection against a party of Arabs, Sindees, and others, who had seized his territory, sending a detachment in 1819, under Col. Lincoln Stanhope, when the entire garrison of five hundred and fifty was destroyed, the classes in question never giving or receiving quarter. "The sanctity of the fane attaches a rich population and presents an asylum from danger;" the average number of pilgrims annually resorting to it being 15,000, yielding a revenue of a lac of rupees. The fabulous accounts of the place reach to a very remote era.

The spire of the Pagoda can be discerned at sea long before the land is perceptible, thus forming an excellent mark for the entrance to the Gulf.

A few miles to the northward of the cluster of temples, is a considerable village, walled round where not fronted by the sea. Beyond, the country is barren, the beach low and sandy, and in the rear, is a range of slightly-elevated hills, covered with stunted bushes, but without trees of any magnitude.

About twenty miles south of Juggut, the Kattywar hills, in the vicinity of Rajcote, come in view. A further run of thirty-six hours and Poor Bunder was attained.

It is near sixty miles to the S. E. of Cape Juggut, and has been tributary to the Indian government since 1809. In 1812, according to Hamilton, it contained eighty inhabited villages, two fortresses, eleven Ghurries or plains with four towers, the total population 75,000, and the number of ploughs 3000. It is an emporium for Guzerat and Malwa with Persia and Arabia. Its commerce with Bombay, Muscat, &c., is considerable; and its geographical position, and commercial advantages as a shipping port, are of the first order.

Five hours more brought us to a port, called by the natives Mahadoo, the defences of which are apparently strong and in good condition. A few miles beyond is Maungrole, which extends some distance inland, most of it embosomed in a thick wood, while outside are many tombs. A considerable surf beats

upon much of this shore, and between the main villages are occasional small detached towers, a few of which had colours flying. All these places present in their apparent importance, and decidedly superior architectural ornaments, a strong contrast with the wretched hamlets along the Sutledge and Indus rivers. At sunset of the 27th, came abreast of Puttun.

Abul Fazul thus writes of Puttun Somnauth, in 1582: "It is a large town on the sea shore, with a stone fort in a plain. The city is a place of great religious resort." Notwithstanding the sacred character among the Hindoos of its celebrated shrine, the Mussulmaun possessors were in the habit of offering every possible insult to its worshippers, until, in 1816, the Guicowar, anxious to secure a free pilgrimage, induced the Bombay government to intercede with the Nabob of Junaghur, whose interposition was successful.

The place is of some consequence and is divided into two portions, nearly two miles distant from each other. Between them three rivers discharge themselves into the sea, forming a natural Bay, at the head of which is a handsome Pagoda, many small vessels at anchor giving interest to the scene.

At daylight of the 28th, passed Diu. "This name," says Lieut. Wood, "is associated with the gallant daring of the Portuguese in the early ages of maritime discovery, when the spirit of enterprize, kindled by Prince Henry from his quiet retreat at Sagres,

girt Africa and the east with a chain of forts extending from the Straits of Gibraltar to Canton."

It is an island about thirty miles S. E. of Puttun, having a fort and harbour; for the latter reason, coupled with its commanding situation at the entrance of the Gulf of Cambay, in the vicinity of which are Surat, Baroda, Ahmedahad and other important places, it is surprising that it is not a place of more consequence. A detachment of the King's 47th regiment, was quartered there for a short time in 1809. In 1515, the Portuguese obtained possession of it, and retained it until 1670, when it was surprised and plundered by the Muscat Arabs. Hamilton adds: "the remains of Convents and Monasteries are still to be seen, and cannon are mounted on the walls, but without soldiers to look after them." It is still a dependency of the Portuguese Crown.

After passing Diu, we sighted no other land.

Early in the morning of the 30th, the light near the Prong Rocks, first gave intimation of the vicinity of Bombay, and also served to call to recollection the melancholy shipwrecks which had but so recently occurred there. A light wind and adverse tide prevented a landing being effected before noon, and so allowed ample opportunity for the contemplation of the far famed harbour and surrounding scenery of the western presidency.

CHAPTER XI.

BOMBAY TO SUEZ.

A SOJOURNER in Bombay for so short a space of time as thirty hours can hardly be expected to say much about it, even were it necessary to do so ; still, by the aid of kind and judicious friends, there are few objects which, even in that time, may not be cursorily glanced at, though none of course minutely examined.

Among these may be named the dock-yard ; every arrangement in which seems admirable, and it is gratifying to find that, although of late years, ships for the Royal Navy have ceased to be built here, the increase for other services has rendered the extension of the yard necessary. An hour may be well spent in going over the new war steamers Auckland and Sesostris, should they be in the harbour. Parell, the residence of the governor, should likewise be visited, not more interesting on that account, than as the former dwelling of the Duke of Wellington, Sir John Malcolm, Sir James Mackintosh, and other eminent men. The Esplanade, with its numerous

tents and the statue of Lord Cornwallis; the Elphinstone college; the town hall, with its library and museum; the bazaars and shops, and a variety of other objects, will also be found worthy of a passing view.

The reader who is anxious for a vivid description of the Presidency in all its aspects, cannot do better than consult the interesting posthumous work of the lamented Miss Roberts; her powers, as a writer on subjects such as these, are generally known and appreciated, and they have seldom been called forth more successfully than during her last visit to India. In the appendix will also be found a chapter, a perusal of which may be found useful to a person visiting Bombay for the first time.

On the score of hotels, Bombay is as much behind Calcutta as is Madras. The Victoria is the best, but unless unavoidable, it should not be resorted to. It is wonderful that Bombay should continue thus long without a first-rate establishment of this kind, when the advantages it derives from being the port of departure and arrival of the steamers to and from the Red Sea, are taken into consideration; for surely there could be but little risk in supplying such a desideratum.

Above all other sights Elephanta should engage the traveller's notice. The caves are within a short sail from Bombay, and their examination, including going and returning, will only occupy a day.

The principal bunder, or landing-place, is at the

fort, where the new-comer at once finds himself in the midst of bales of cotton and merchandize of all descriptions, surrounded by all the life and bustle of an important commercial emporium, such as Bombay at present is, with the prospect before it of considerable and constant increase. Until the gates of the fort are passed, few objects but such as have reference to these will attract attention, but then the dwellings of the citizens at Colabah and Mazagon, (according to the gate from which exit is made,) will change the current of his thoughts, and many a retreat by which he passes, in the midst of its luxuriant garden, will remind him not of India, but of a favorite suburb in England, though the latter wants the view of the sea, and the vicinity of lofty hills, which render this so much more picturesque and interesting.

The language spoken by the native population of Bombay is Hindoostanee, differing only slightly from that of Bengal; but the shopkeepers, who are for the most part Parsees, and the principal personal servants, are generally acquainted with sufficient of the English language to converse in it.

Steam packets in India are not always so punctually despatched as those of the mother country, and the passengers of the good ship *Cleopatra* considered themselves lucky that the letter-boxes arrived within two or three hours of the fixed time, enabling her to leave the harbour between seven and eight o'clock in the evening of the 1st of December.

The muster-roll of parties bidding adieu to the "land of the sun," was on this occasion but meagre, in consequence of the disturbed state of Egypt, and the probability of a rupture with France. This feeling had recently been increased by the arrival of the Berenice without the mail, which had been needlessly detained by the authorities at Malta. From these circumstances, not more than half the number of passengers that would otherwise have proceeded to England by this opportunity, were found venturesome enough to run the risk, and these did so against the advice of most of the people in Bombay, who predicted the impracticability of the passage through Egypt, and the certain return of those so daringly attempting it. It is a fact that the government secretly shared in this belief, and had canvassed the propriety or otherwise of charging the passengers for the return voyage, in case it should have to be undertaken, besides despatching another vessel to the Persian Gulf with a duplicate mail, immediately after the departure of the regular monthly steamer.

It is but right to pay due honour to the courage of the fair sex by saying, that of the "desperate dozen," who thus resolved to brave the threatened danger, two were ladies; owing to whose society and the attention and kindness of the clever commander of the vessel, Capt. Webb, the time passed pleasantly and unharassed by those evils, the anticipation of which the friends of all parties had so freely indulged in.

In less than two hours, the light-house bore E.N.E. distant fifteen miles, and no land was seen until daylight of the 8th, when Kisseen point, on the coast of Arabia, was visible at fifteen miles distance, bearing N. $\frac{1}{2}$ W. Steering direct for Aden, the Cape was made at two in the morning of the 10th. Announcing our arrival by the thunder of artillery, and the lightning of rockets and signal-lanterns, duly replied to from the shore, we shortly afterwards anchored in Back Bay, having accomplished the distance of one thousand six hundred and eighty-three miles in less than eight days and a half, with fine weather, smooth sea, and light winds, varying from North to West, throughout.

The appearance of the shore, from the bay of Aden, is by no means prepossessing; presenting nothing but barren rocks, a sandy beach, and a few buildings, temporarily occupied by those whose calling renders their constant vicinity to the harbour necessary, and who can immediately join their vessels in the event of hostile attacks from the Arabs. The shipping comprised the company's sloop of war Clive, brig Euphrates, schooner Constance, several gunboats, and various native merchant craft; the former are always prepared for a contest with the Arabs, who do not often give much notice previous to their attacks. Besides these, there is the Semiramis Steamer, condemned for active service since she unfortunately went ashore; and, her engines having been taken out, she is now used as the receptacle for

coals for the Bombay steamers, which go alongside of her, and have their wants supplied much more quickly than could be done by means of shore-boats. The arrangements, however, are very costly, and those who profess to be competent judges state, that they are seven times more so than is needful, the coal-hulk being regularly commanded and officered as if she were a sailing vessel in commission.

A class of men called Seedies, chiefly from the coast of Zanzibar, are employed to tranship the coal, the labor of which is exceedingly trying, and the loss of life resulting from it is never less, on an average, than one man for every hundred tons of coals delivered; the fated individuals, after their work is over, lying down and never rising again. The *tout ensemble* of a party of these men is almost fearfully grotesque; the vociferations they utter, and the horrid dancing they practise, while at work, suggesting the idea of demons engaged in unearthly revels.

The Bombay papers recently circulated a ludicrous story of the accommodations of the Semiramis having been turned by Captain Haines into a drawing-room, to the detriment of the public interest. No charge could be more unfounded or absurd; a sight of the exterior alone, without proceeding further, would be almost sufficient to refute it in the eyes of any reasonable person.

A glimpse of the town of Aden, faced by a lofty fortified island, is obtainable on first nearing the

land; but the water being so shoal between them, none but the smallest boats can venture there, and shipping must proceed from this, the *front*, to the *back* bay already named; passing, various headlands and detached rocks so closely, as to be within stone's throw. The only other mode of reaching the town, is by a well-made road of two or three miles in length, principally along the beach, until the pass is approached, when it retires from the sea, and runs beneath frowning cliffs, which have the similitude of massive walls pierced every where with ports and embrasures for cannon; a gradual ascent of half a mile takes to the gate of the pass, where military preparations are first beheld, in the shape of bristling cannon and pacing sentinels, the Turkish wall in the distance below, as the site of many an arduous contest, being looked upon with no slight degree of interest. The pass is cut through the solid rock, and has been widened since the occupation of the place by the British. At its extremity, the eye embraces the valley or dell in which Aden is situated, not more than two or three miles either in length or breadth, and surrounded on every side, but that of the sea, by rocks, mostly precipitous, varying from five hundred to one thousand five hundred feet in height; small batteries frowning from every point liable to assault, or capable of defence.

Protected as this naturally strong place is by three hundred and seventy-nine cannon, and two thousand bayonets, the garrison may well laugh at any force

the enemy can bring against them ; and this fact will fully account for the scorn with which a well-founded report of an approaching attack of 35,000 men, led on by a fanatic, assuming the dignity of Saint, was received by the gallant band. The amazing increase of the place may be imagined from one other statement, that the inhabitants now number 12,000, whereas but a year or two since, they were only 600.* No Arab is permitted to come armed within the gate. Aden is not now so unhealthy as at first it was supposed to be, and there is not that lack of supplies which was formerly so much complained of. As it depends, however, upon foreign aid for every article of its consumption, it is questionable how far an active or a passive resistance, on the part of the neighbouring hostile tribes, would not effectually annihilate a force which would not be injured by armed incursions, and this, probably, may be the reason why government has not yet decided upon the erection of cantonments, — a circumstance somewhat

* A correspondent of the "Literary Gazette," dating from Aden, in the beginning of June, 1841, states, that by a census taken in the previous month, the inhabitants amounted to 8,268, independent of troops and followers, which were nearly 4,000 more, and daily increasing. The bazaar was well supplied, and everything in plenty ; the construction of a regular cantonment and town had just commenced, and in three years, it was supposed, it would become a large and civilized place. A good road was far advanced from the point of the harbour to the town, and several villas had been erected at the entrance, every part of that point being taken upon ground-rent ; the Arabs, after their repeated defeats in attempting to retake Aden, remaining quiet.

strange, considering that several years have now elapsed since so large a body of troops has been located there.

The habitations are all of the most wretched description, and the change to parties accustomed to comfortable quarters cannot be a very agreeable one. The best place in the town is in the possession of the political agent, being the palace formerly occupied by the Sultan. The bazaar is extensive and well-supplied, and the proprietors of the principal shops therein are Jews. A stranger will be struck by the sight of a large proportion of the people having red hair; this is esteemed, by certain of the Arabs of the coast, as highly becoming, and great pains are taken by many to dye it such a colour, by the application of lime, and other means. A visitor to Aden was formerly prized and fêted in no ordinary manner; but since the enlargement of its society, this is no longer the case; and ladies and others, who have been led to believe that great hospitality still prevailed, have been sadly disappointed in their expectations of receiving invitations, and having conveyances sent for them to go into the town. No vehicles, or donkeys, can be hired; and a walk for miles along a sandy beach, during the heat of the day, is scarcely possible.*

* It is in contemplation to build a bungalow in close vicinity to the anchorage, which will be of the utmost convenience to passengers by the steamers.

Depending as Aden does for its supplies from a distance, it naturally follows that, at times, some articles must be scarce: during the writer's visit, boots and shoes were most rare; gold could not purchase either, and many of the residents were compelled to move about with apologies for them, such as some English beggars would not be seen in. Miss Roberts, in her "Notes of an Overland Journey to Bombay," writes of Aden, at considerable length; and a reference to that work is recommended to all anxious to obtain full details of this interesting settlement.

Leaving Aden the same evening, the narrow straits of Abelmandeb were passed after a run of twelve hours. The passage of the Straits in bad weather, on a dark night, is somewhat perilous, and few navigators will venture to undertake it, but under more favorable auspices. The channel between Perim Island, off the Peak of Abelmandeb, and the cluster of small volcanic rocks called the Brothers, being but a few miles in width.

Four hours more steaming brought the vessel abreast of Mocha, conspicuous from a tall minaret towering amidst the white houses of the town; date trees flourish to the southward, a white tomb and fort are in view to the northward, while in the rear of all, are ranges of hills of different elevations. Aden must soon be of far more importance, as a commercial sea-port, than the once-celebrated Mocha; the exposed situation of the latter, and the sand-

banks off the roads, being the great obstacles to its success, when placed in comparison with such a fine bay and harbour as that of Aden.

In less than three hours from Mocha, the Harnish islands were in sight a-head, succeeded, shortly afterwards, by Jibbel Zoogur.

During the following day, much land was also visible, consisting of the Zebayer islands, Jibbel Teer, &c. &c., glimpses being only occasionally obtained on either hand of the distant coasts of Arabia and Abyssinia. Jiddah was not seen.

Until the 13th, the weather had been very favorable, fair southerly winds prevailing, as usual, at the lower part of the Red Sea; but on the morning of that day, when approaching the Gulf of Suez, the wind shifted to the N.N.W., and continued blowing from that quarter until the termination of the voyage; increasing to a gale upon entering the gulf, and rendering it necessary to strike the topmasts and yards. Steamers alone can well contend with these strong northerly breezes, which are always looked for in this locality, and even they find it difficult, at times, to do so. Sailing vessels are constantly three weeks, and even longer, performing the last five hundred miles of the run to Suez, which makes it advisable for all who can do so to disembark at Cosseir, thereby having an opportunity of visiting the ruins of Thebes, and being at Cairo long before their vessel reaches Suez.

Early on the morning of the 15th, passed St. John's

Island, previously sighting the Elba Mountains, on the coast of Nubia, the peaks of which vary in height from five thousand to seven thousand feet. Abreast of St. John's are the mountains of Berenice, the highest peak of which is about four thousand five hundred feet, and beyond them the Emerald Mountains, one portion of which, known by the name of Jibbel Waddy, is so lofty as to be visible one hundred and twenty miles. At midnight of the same day, passed two other small dangerous coral isles, also called the Brothers, and whose elevation from the surface of the water, cannot exceed fifty feet. Abreast of these is the town of Cosseir, the hills in the rear of it being alone visible.

Beyond these, on the coast of Egypt, more mountains are seen, the principal of which, called the Cap and Sugar Loaf, are of great magnitude. On the 16th, soon after daylight, Ras Mahommed, the extreme promontory separating the gulfs of Suez and Akabah, came in sight, and at noon, the islands of Shadwan and Jubal were passed, at the entrance of the former.

This is an interesting neighbourhood; on the one hand, Mount Agrib towers most loftily; and on the other, Mounts Sinai and Horeb. Tafarana Point, where the vessel anchored for the night, is said to be the spot where the children of Israel crossed, on their flight from Egypt; and few could look upon the valley of their encampment, the rocks in which assume at a distance the appearance of tents,

without reflecting upon the wonderful works of the Almighty, evinced in the miraculous deliverance, and throughout the interesting pilgrimage, of his chosen people.

The water was here so clear, that, though anchored in seven fathoms, the rocks at the bottom were distinctly visible. On the 17th, at noon, the *Cleopatra* anchored at Suez, having been eight days and a half accomplishing the distance of one thousand three hundred and twenty-four miles from Aden.

Before bidding adieu to the vessel, a few words on the subject of steamers of her class appear not uncalled for. It will be evident at a glance, that, on the score of expedition, they are unfitted for carrying the mails between Egypt and India; and that, much as they are superior to the *Hugh Lindsay*, and the first batch sent to Bombay, they are still far behind the *Great Liverpool* and *Oriental*, whose voyages from England to Alexandria, and *vice versa*, are made with such admirable regularity, and occupy several days less than the *Cleopatra*, in running a similar distance, while no reasonable doubt can be entertained that they would be fully able to contend successfully against even the height of the south-west monsoon, which the Bombay steamers cannot do. With regard to comfort and accommodations, no comparison can be instituted; and, unless these are greatly improved on the Indian side, the overland route must suffer a very considerable drawback, for many would prefer being two

months longer on their voyage out or home, and be surrounded by every convenience, than be subject to the privations which are entailed upon the traveller during a three weeks' journey, especially when the comparatively high charge for so comfortable a passage is taken into consideration. The Author would wish it to be expressly understood, that it is of the system he complains, and not of individuals; as from all the officers of steamers with whom he is acquainted, the most kind and gentlemanly conduct may safely be looked for by every passenger.

The Cleopatra's engines are two hundred and twenty horse power; the average expenditure during the twenty-four hours being, of coal fifteen tons, tallow twenty-five pounds, oil two and a half gallons, and oakum three pounds. The coal taken at Aden was extremely bad, and the expenditure was, in consequence, increased by more than twenty per cent. This arose from the cargoes having been discharged on the beach, and much sand having got mixed up with the coal. The crew musters nearly one hundred, thirty of whom are Europeans, and the remainder Africans and Lascars; in this number is included a detachment of twelve of the Marine Battalion, who are regularly drilled by their naig (or corporal in command), morning and evening. The vessel was, on this occasion, especially well armed, a precaution supposed needful, on account of the probability of war in Egypt. The European portion of

the crew were also constantly exercised, and became very expert both with the great and small arms. This discipline was not relaxed even after learning at Aden that all was quiet at Suez, as, some hours before reaching that place, every gun was double-shotted, and the muskets and pistols were all loaded, sixty rounds of ball-cartridge being served out to each man.

The passengers were given to understand that they would find a good collection of books on board the steamer; but in this they were disappointed, as, with the exception of the Bibles and Prayers, they were informed that all had been taken on shore by the authorities at Bombay. The saloon of the *Cleopatra* is very elegant, and her few cabins are fitted up with standing bed-places, washing-stands, and looking-glasses. It is impossible to give an idea of the nuisance of the coal-dust, which literally pervades everything; and, whether below or above, to be clear of it for a single hour, is totally out of the question.

The appearance of Suez from the sea is anything but inviting; not a blade of vegetation is visible; and indifferent-looking houses and buildings alone protrude, as it were, from a vast expanse of sand; the only pleasing variation being the lofty hills, which extend along the margin of the sea, almost to the town itself. The warlike preparations that had been made were here found to have been needless, the only vessels in the roads being some peaceful buga-

lows, and the Pasha's steamer. The plague of flies is still prevalent in Egypt: on approaching the coast from the sea, they congregated on board the steamer in vast quantities. The anchoring-place at Suez is shallow, and extensive banks run out from the shore, requiring a circuit of at least three miles to reach the town, unless for very small boats at the height of the tide.

CHAPTER XII.

SUEZ TO ENGLAND.

THE *Cleopatra's* passengers had hardly congratulated themselves upon the pacific appearance of the Suez roads, whereby their unmolested transit through Egypt appeared almost certain, when the arrival of Mr. Raven, and the communication of his budget of news, somewhat damped their pleasure. In consequence of the belief generally entertained throughout the country, that the reign of Mehemet Ali would speedily be at an end, many parties of Bedouin Arabs, who had been hitherto kept quiet, and held in a state of fear at the very name of the Pasha, but who, now that it seemed likely he would no longer prove an obstacle to the indulgence of their lawless pursuits, had spread over the desert and committed various depredations, occasionally accompanied with violence and murder. His highness, unable effectually to repress these acts, all his energies being necessarily directed to other and more important objects, had, with his accustomed regard for the safety and comfort of English travellers, provided

an escort, consisting of twenty of his cavalry, to be in attendance upon the passengers and mails: the former were strongly urged to travel in one body, and not in detached parties, who would afford more temptation to plunderers than a large caravan.

The wretchedness of Suez has been often described, but never in terms too severe; the hotels belonging to the rival agents, Mr. Waghorn, and Messrs. Hill and Raven, are both uncomfortable; that of the former, is certainly the best, and has an European female attendant attached to it. In Messrs. Hill's, the little accommodation there is for a large party is of the worst kind: the bed-rooms are few, and the ultimate resort is the divan or a broad-cushioned seat of the dining-room, and the bare floor, with the cold night air from the desert freely blowing on the sleepers from numerous broken panes of glass.*

On the sea-beach, without the walls of Suez, is the tomb of a celebrated saint, whose jewels, enclosed in a casket, are placed upon a slab covering his remains; where also are some mementos of unfortunate Englishmen, who have met with their deaths while travelling, and been interred at this inhospitable spot.

Eighteen hours were unnecessarily passed here, in consequence of which the final departure of the caravan did not take place until past mid-day of the 19th of December, rendering it impossible to reach

* The alterations that have taken place in these respects, since this journey was performed, will be found duly noted in the Appendix.

the centre station, (the only one in the desert affording fit sleeping accommodation for half-a-dozen people,) the same evening. The appearance the cavalcade assumed was both ludicrous and picturesque, consisting of scarcely less than two hundred people, with almost as many camels, horses, and donkeys. There was ample choice as to mode of conveyance for every individual, and each had it in his power to make an exchange whenever such was agreeable; thus—if tired of the high paces of the Egyptian steeds, or shaken by the shuffling tread of the dromedary, it was easy to find relief, in the gentle ambling of the donkeys, or obtain shelter from the glare of the sun in a canopied chair slung securely between two of them; as well as in the covered cart or van, styled *par excellence* a carriage, with its novel team of two horses preceded by a camel.

The danger of crossing the desert had been much exaggerated, and an indent had been made on the Cleopatra for a large supply of carbines and pistols, with one or other of which weapons almost every man was armed; while all the gentlemen of the party were assured it was equally necessary to assume the costume of brigands, and divest themselves of the peaceful appearance which would have been more appropriate to the greater part of them. It would in fact be difficult again to meet with so motley a group as the whole formed: for the first few miles out of Suez, no objection was made to parties straggling as they pleased, but afterwards, until

near the termination of the journey, the whole formed one compact body, the baggage being placed in the centre, and the Pasha's horsemen surrounding it. Their evolutions were occasionally somewhat laughable, for the evening had no sooner set in, than the sight of a stunted bush was sufficient to cause a detachment to deploy and examine the suspicious object, as if that which could not have sheltered a single horseman, had been ample ambush for a hundred. At eight in the evening, station No. 6 was attained, and a meagre dinner proved a poor preparation for the total want of sleeping accommodation afforded by the bungalow, without reference to the coldness of the night, in such striking contrast to the heat of the day. The next morning, after an equally indifferent breakfast, the caravan was once more *en route*, and the middle station was reached at two o'clock, where a tolerable dinner was provided. The propriety of proceeding further until the following day was then discussed, some travellers having arrived in the morning, who had been maltreated by the Bedouins, and fear in consequence having spread throughout the Egyptian camp. Urgent remonstrances to move onward had the desired effect, and by midnight all the party had reached No. 2 station in safety, where they vainly endeavoured to sleep; finally arriving at Cairo shortly before noon of the 21st.

It need hardly be said that the desert is destitute of aught than can be termed agreeable scenery. Two miles from Suez is a building of some strength, walled

round, and having a spring of brackish water, the only one between it and Cairo ; seven miles further on, is a more considerable building of the same kind, both being used as garrisons for small bodies of cavalry ; these, the station houses, and the tomb of a Sheik who died when in progress of pilgrimage to Mecca, about midway, are the only specimens of architecture met with. The route is almost level throughout, and two of the station houses can, at times, be seen at the same moment. It is perfectly adapted for wheeled carriages, and nine-tenths of the distance may be termed a capital gravelled road, the remainder being occasionally sandy, and at parts rocky ; a very trifling outlay might make the whole line available for a rapid coach transit, and, with relays of horses, the mails might be transported across in ten hours with the greatest ease, instead of occupying nearly forty-eight, as they did on this occasion. But very few hills, either to the right or left of the course, diversify the sameness of the journey. There is only one large tree, situated about two miles from the centre station ; but, small bushes are more frequent, and there is a moderate-sized specimen of the babul, or acacia, two miles from the fifth station on the Cairo side.

Rats are the only animals that cross one's path ; they burrow in the sand every where, feeding upon the camels which too often perish by the way ; the detached bones and perfect skeletons, indeed, of the latter, being of themselves almost sufficient to indi-

cate to a stranger the correct line of march. Of the inhabitants of the air, three crows alone were visible during the entire passage of the desert, one near Suez, and the other two a short distance from Cairo.

The Egyptian donkey-drivers are a quarrelsome race of people, and will bite, scratch, and tear each other, in their quarrels, until each party is covered with blood, returning to the combat the moment they have gained fresh breath, and unwillingly separating by the exertion only of the main force of their employers. Their animals are as patient under privation of food and water as the camel itself, not being supplied with either in the desert (or between Cairo and Suez), however long the time occupied in crossing it may be; yet they look in good condition and are hardly ever tired.

The delusive mirage may constantly be witnessed by travellers in the desert.

After even this short journey amid such arid sands, the first sight of the green cultivated spots, in the vicinity of Old Cairo, was particularly gratifying; while the view obtained of the majestic pyramids, and numerous mausolea, with the gradual approach once more to the hum and bustle of a populous city, afforded ample room for pleasing reflection. Before reaching it, many acres of the ground are covered with graves, well entitling this spot to its designation—the City of Tombs.

The time of detention in Cairo being very uncertain, it was impossible to become acquainted with the

wonders of the Pyramids from actual observation ; as the inundation had scarcely subsided, and it was consequently necessary to make a detour of almost twice the direct distance, which would have occupied nearly an entire day ; the view, therefore, from the desert already alluded to, that gained from the terrace of the citadel, and a final one in descending the Nile, were all that compensated for the loss. All the day of the 21st was, however, afforded for exploring the city itself, and with the aid of the extraordinarily swift donkeys, for which Cairo is so famed, much gratification in this respect may be obtained in a short time.

The Pasha's palace in the citadel demands especial attention, most of its apartments being thrown open to the European visitor, who cannot but admire the taste, and simplicity, exhibited by his highness in all that relates to his domestic arrangements.

The proximity of Cairo to England, and the many facilities for reaching it, have been too often made available by travellers, to render it necessary for a transient visitor, who could notice prominent objects merely, to attempt a minute description of it. The view from the terrace of the citadel is magnificent. The mosque, now building as an appendage to the palace, will vie in point of splendour with those of Agra and Delhi, if nothing should occur to prevent the Pasha from completing it. Joseph's well is in this neighbourhood, as also the grand and lofty mosque and tomb of Sultan Hassan ; at the latter,

the attendant points out the floor still marked with blood, the scene of the well known conflict of years by-gone ; supplying the infidel visitors with slippers, or linen rags, to put over their boots and so preserve the sacred place from desecration.

The female slave market will naturally attract the curiosity of an European ; the dens, flanking the open space in the centre, have been aptly represented as more fitted for wild beasts than human beings ; yet, strange to say, neither in these, nor in the gallery above, did the inmates seem otherwise than contented and happy.

The gardens of Shoubra are at some distance from the citadel, but are well worth the time expended in riding over to see them. The bazaars are numerous and extensive, each being appropriated to a particular trade and calling, but those which are general and combining all, are the most attractive to a stranger ; they are kept principally by Maltese and Italians, and there are few things that can be asked for which are not procurable : the money-changers reside in them. Cairo generally, not excluding the hotel, swarms with mosquitos and other vermin. Many Englishmen are resident in the city, most of them adopting the Turkish dress, under the impression that it secures to them a greater degree of respect while moving about among the natives, than do their own habiliments.

The Port of Boulac is two miles distant from Cairo, whence, at seven o'clock on the morning of the 22nd

December, the little steamer Jack-o-lantern started with nine of the Cleopatra's passengers *en route* to Alexandria. This vessel is perhaps the smallest passenger boat in the world propelled by steam; she is said to be of six horse power, but a wag, alluding to her in a letter to a friend in India, described her as of three Cairo donkey power; as much perhaps with reference to the vigour of the animal in question, as to the insignificant dimensions of the boat. She draws but a few inches water, and the minuteness of her engines, boilers, &c., renders her quite a curiosity; it being only necessary for one or two individuals to move about, to trim her. She swarms with cockroaches, and the other vermin with which Egypt abounds.

The Nile throughout its course is studded with islands. The strength of the current in December was about three miles per hour. At a short distance from Cairo, the river is divided into two great branches, which form the Delta; that to the right, conducts to Damietta; that to the left, to Rosetta; but the traveller who is bound to Alexandria leaves the latter at Atfé to embark on the Mahmoudieh Canal for his ultimate destination. The villages on the banks of the river are numerous, and portions of the land are well cultivated; the largest and apparently most thriving place is Fouah, almost opposite to Atfé.

The steamer proceeds throughout the night without any stoppage, and great credit is due to the pilots

for their knowledge of the river. No accident occurred until long past daylight, when on a sudden she was left nearly dry on a sand-bank, and five hours were occupied in extricating her. But for this, Atfé would have been reached in twenty-four hours from Cairo; whereas, nearly thirty were expended. Boats proceeding up the river without the use of steam, and obliged, from the wind being unfavorable, to track against the current, were five days in performing the same journey, a distance probably of one hundred and thirty miles, though during the inundation it may be shortened to less than one hundred, by proceeding through various channels which are then filled.

Although the distance between the points of debarkation on the Nile, and embarkation on the canal, is not above one hundred yards, camels were used, instead of men, to transport the baggage from one to the other, whereby much time was lost, and every package subjected to additional injury beyond that already sustained in its passage across the desert.

The boats on the canal are drawn by horses, the number of these employed being according to the weight carried. The passage is necessarily long, and subject to constant interruptions, in consequence of the tow-rope having to be passed over every one of the numerous craft met with on the same side of its progress, throughout the entire course of fifty miles; notwithstanding there is a man at the stem of the

boat, who announces its approach by sounding a horn, in order that all may be got in readiness. In addition to this individual, a steersman completes the crew of an ordinary sized vessel. The horses and postilions are changed every five or six miles.

The canal is broad and deep, is altogether without locks, and is traversed by numerous boats, some of immense size, which move at a rapid pace, under a large spread of canvas, when the wind is favorable. High embankments on each side protect it from the inundations of the Nile, which frequently extend thus far inland; while, both that river and Lake Mareotis are discernible from the summit of the banks. Telegraphic towers have been recently erected all along the borders, being part of the series which preserve the line of communication between Cairo and Alexandria.

Twelve hours sufficed for this portion of the journey, and at midnight, the party, fatigued by passing many sleepless nights, were happy to find camels and donkeys on the banks of the canal prepared to receive and convey them to Alexandria, two miles further. But on arriving at the gates, the pass-word, which Messrs. Hill and Raven had led them to believe would have acted as an "open sesame," had no avail whatever, neither promises of reward, nor threats of punishment, inducing the sturdy sentinel to give the weary travellers admission, and they had consequently no alternative but to retire from the scene of their mortification, and knock up the pro-

prietor of a low place of entertainment in the suburbs, to seek the shelter of his roof: which was granted upon payment of an ample remuneration, and was the means of introducing them to a sleeping party of very disgusting individuals, whom, under any other circumstances, they would, with the fear of the plague before their eyes, have anxiously sought to avoid. The regulations at Cairo and Alexandria for shutting the gates at sunset, and not re-opening them till sunrise, are stringently enforced, and travellers would do well to bear them in mind. No sooner did the day break, than all hastened to leave the unwholesome tenement in which they had taken refuge, and had ample time before the hour arrived for an undisputed passage into the town, to examine the surrounding neighbourhood, the far-famed Pompey's pillar, and the numerous humble tombs congregated around its base.

A traveller from India, purposing to go to England by the Steamer in waiting for the mails, has but little time allowed him for an inspection of the curiosities of Alexandria, unless unexpected circumstances should happen to detain the vessel for an unusual length of time. But while waiting his turn to pay his passage-money at the steam-boat agent's, in the great square, he will have ample opportunity to admire its spacious area, the beauty and great size of the buildings in it, and the picturesqueness of the inhabitants and their costume.

It is the situation, also, of the residences of the

various consuls ; many of which have elegant spiral staircases rising far above the roofs, whence fine views of the surrounding country can be obtained, and vessels be descried very far off at sea. By proceeding, also, but a very short distance from the square, he will find himself amidst the hillocks and ruins of Old Alexandria, where excavations are constantly going on, and fresh discoveries of interesting objects of antiquity as frequently being made. A few steps further onward, and he is at the foot of Cleopatra's Needle, after inspecting which, he may return to his hotel, with the consciousness that he has seen almost everything of interest that Alexandria can furnish. On his way to the boat to convey him to the steamer, he will pass through narrow lanes and alleys, exhibiting so much dirt and misery, that he will no longer wonder at the plague making Alexandria its perpetual resting-place, and will be pleased to find the free air from the ocean blowing on him. Winding amidst the then dismantled Turkish fleet, and the Pasha's ships of war, the travellers soon found themselves on board the splendid steamer, Great Liverpool.

The channel exit from the harbour is extremely narrow, and it would appear to be a matter of no great difficulty, by sinking a vessel at the mouth, effectually to prevent the intrusion of all foreign shipping ; and certainly' quite as easy to effect a perfect blockade of the port from without. Though a few minutes are only occupied in emerging from it,

the assistance of a pilot is necessary, and the rocks and breakers on either hand literally appear to be within reach of a boat-hook.

The steamer commenced her voyage to England at two P. M. of the 24th December, and after a succession of fine winds, but a rough sea, sighted Malta, at eleven P. M. of the 27th, performing the distance of seven hundred and seventy miles in eighty hours, being less than the time allowed for the transit under post-office contract. The weather not being such as would authorize her going into the harbour on a dark night, the vessel was hove-to until day, and then ran into the quarantine harbour, delivered the mails, and landed passengers for the lazaretto; thence proceeding into the harbour of Valetta for the greater convenience of coaling, in consequence of the high wind.

Malta is too well known to need any description, even were it possible for one who was not allowed to land elsewhere than at the parlatorio of the lazaretto to attempt one. The appearance of the place is highly pleasing, contrasted with those to which a person coming from India has been accustomed. The church building at the cost of the Queen Dowager, was fast progressing towards completion, and will be of great benefit as well as ornament. The harbour was at this particular period very gay, several men of war having arrived there to refit, after the memorable bombardment of Acre and subsequent dreadful gale on the coast of Syria; the

damage they sustained by the latter event being in excess even of that they experienced from the former.

Leaving Malta at noon of the 29th December, after taking in two hundred and thirty tons of coal, distant views of the Sicilian coast and Mount Etna were obtained. The island of Gozo, (Calypso's) was passed on the same day, and Pantellaria, Zembra, and Galeta, on the following. On the 31st, the African coast was visible throughout the day; and shortly before midnight, the lighthouse of Algiers was in sight, distant between seven and eight miles. At daylight of the 2nd of January, the vessel was running along the Spanish coast, with the Sierra Nevada mountains in the rear, their tops covered with eternal snow. Notwithstanding the season of the year, when the weather was so severe in England, it was here beautifully mild, being in the cabin, indeed, oppressively warm. At eight in the evening of this day, the Great Liverpool anchored at Gibraltar, having for fifty miles previously had the rock in view. More coals were found requisite here, in consequence of those taken at Malta having proved bad, and caused an expenditure of from thirty-five to forty tons per diem, in lieu of twenty-four to twenty-six. During a voyage out and home of a vessel of this class, the expenditure is about eight hundred tons.

Leaving Gibraltar at daylight on the 3rd, an agreeable view was obtained of this far-famed place; as

also of Ceuta and Tangiers on the African coast, and Algesiras, Tarifa, &c., on that of Spain. Cape Trafalgar next succeeded; and towards sunset, Cape St. Mary. Early on the morning of the 4th, after passing Cape St. Vincent, a strong gale of wind set in from the northward, accompanied with constant rain and heavy squalls, continuing throughout the day and night, and all but nullifying the immense power of the steamer, since in twelve hours she did not make twenty miles. With no appearance of a lull, and the fuel being therefore only wasted, it was deemed advisable to bear up for Lisbon; and shortly before noon of the 5th, the shelter of that friendly port was gained. The entrance to the Tagus is almost as difficult as that of the harbour of Alexandria, and a pilot is equally necessary; the heavy surf, breaking on the bar, being sufficiently frightful to deter any one from attempting it without one. The anchor was dropped just above the fantastic fort of Belem, and the quarantine laws being as strict in Portugal as elsewhere, no other acquaintance with Lisbon was permitted than that obtainable in the distant view of it from the vessel, the same *velo* attaching to a closer proximity to the Palace of the Necessidades, so temptingly situated on a hill but a short distance from the place of anchorage.

The weather having somewhat moderated, and a hundred tons of coals having been procured, the vessel put to sea at six P. M. of the 6th, and proceeding with good effect, though with the wind still

unfavorable, anchored at Falmouth, at eight o'clock in the evening of the 10th, where the mails were delivered, and the quarantine station off the Isle of Wight, reached at four the next afternoon, from which time until Saturday, the 16th, all hands on board experienced the annoyances of the quarantine regulations, and discovered how slowly the time passes, when within, as it were, the grasp of dear and long absent friends, and totally unable, personally, to communicate with them.

No person who has ever made a voyage in that splendid vessel the Great Liverpool, can do otherwise than bear willing testimony to her excellent qualities as a sea boat, and to the comfort and elegance of her accommodations and internal arrangements. To parties coming from India, some of these points must be particularly striking; and they cannot but look upon their life after passing Alexandria as one of pure luxury, compared with that which adverse circumstances compelled them to lead during the previous voyage. The junction of the Peninsular and Oriental Steam Navigation and the Great Comprehensive Companies, fostered by the liberal patronage of the East India Company, will now soon enable vessels of the largest class to ply between Suez and Calcutta. This is the desideratum so long looked for, and will be hailed with acclamation by every person connected with our Eastern possessions. The spirited projectors cannot fail to reap an ample reward in the vast increase of

traffic and of passengers which must be the result; and it is surely not too much to expect that many, who have hitherto thought of India only in their dreams, will visit it in reality; for none who do so, will say that their time and money have been misspent.*

* Captain Engledue, who formerly commanded the Great Liverpool, has been for some months past in Calcutta, perfecting these arrangements, and the greatest advantages to future travellers may be expected from his well known activity and intelligence. It is he also who has taken measures to secure the erection of a bungalow at Aden, certainly not the least among the improvements which are desirable. The successful voyage of the steamer India, from Calcutta to Suez, will be found duly noted in the Appendix.

APPENDIX.

A.

OUTFIT AND SEA VOYAGE TO INDIA.

AN economical passage to India, both as regards ship and outfit, is of consequence to many, and it will be the writer's endeavour, by imparting his experience on the subject, to aid in obtaining it for his readers.

He may commence by stating, that, he deems the employment of an intermediate agent for engaging a passage, altogether unnecessary, unless for the purpose of putting five per cent. in the pocket of some friend, that being the commission allowed by the owners of ships to those agents who help to fill their vessels. It will be urged, that they can obtain better terms than the passenger himself, and that the commission is not paid by the latter but by the owner: should the intending voyager, therefore, think that, by treating for his own passage, with the understanding that no bonus or commission is looked for, he will be no better off than by securing the services of an agent, he will of course not hesitate to do so.

There is only one case in which any kind of guide to the cost of a passage can be given,—when two cadets or other young men join in occupying one cabin, the charge to each, being then from eighty to ninety pounds; never exceeding the latter. The same cabin, if taken by one person, costs

from one hundred and ten, to one hundred and twenty pounds, the cabin being good and roomy, and the ship herself, in every respect, first-rate. As to the large cabins below, and the whole of the upper accommodations, no market price can be quoted, everything depending upon the number of persons by whom they are to be occupied, the glut of shipping, or the contrary, and various other contingencies. A party would do well to obtain a list of vessels from the Jerusalem Coffee House, and employ one morning in looking over all. On returning, (for he will have ample time), he can call upon the several brokers, learn from them the *bona-fide* time of sailing and other necessary particulars, and perhaps arrange every thing before his dinner hour. Although the Jerusalem lists are only deliverable to subscribers, both Mr. Hardy and Mr. Miller, will always be happy to give the required information.

The great importance of punctuality in the time appointed for sailing, has been so long known and appreciated by every respectable ship-broker in the Indian trade, that there is now no danger of any of those vexatious and distressing delays, which, in former days, were so constantly the cause of bitter complaint; still, should any suspicion be entertained, the party can accept the guarantee which will generally be freely offered to him. A single day is sometimes of great importance to young men going out in the East India Company's Service, as they take rank according to the time the vessels on which they proceed sail from Gravesend.*

It may, however, be premature to come to so hasty a conclusion for a passage, as that suggested in a preceding paragraph, and it might perhaps be more satisfactory for a party, who has all but decided upon a vessel, to make some

* Should more than one officer sail in the same vessel, rank is calculated according to the seniority of the Director from whom the officer receives his appointment,—the chairman and deputy chairman taking precedence of all others.

enquiries with regard to the qualities of her commander, as a sailor and a gentleman, and as to the liberality of her owners, before committing himself beyond the power of recall: there is scarcely a mercantile man in the city of London, who is at all connected with India, who cannot throw some light on these important matters. It would be a delicate task to enumerate instances where want of caution on this point has been regretted when too late. All is not gold that glitters, and it can be said, with equal truth, that those vessels which have the most celebrated names, are not always the most comfortable. On the other hand, it would be invidious towards others, to name particular commanders, who have for many years been thoroughly tried and proved in every respect, and who, during their long course of service, have earned golden opinions from all who have ever sailed with them.

Vessels carrying recruits, should, if possible, be avoided, as these men are generally quarrelsome on board ship, and their habits are somewhat filthy. Their companionship is alone desirable when the ship is undermanned, and it too often occurs, that owners of ships do not allow a full complement of seamen when they are aware that troops will proceed in them, the latter always keeping watch at sea, and assisting in pulling ropes, &c. It is argued, also, that the troops serve as a protection in case of pirates; but these desperadoes are now but rarely met with.

With one more remark, the subject of shipping may for the present be dismissed: the passenger should on no account allow himself to be persuaded that a cabin below is equally comfortable with one above; so far from such being the fact, an additional sum of twenty pounds would be well expended to secure the latter, and it will then rarely happen that the occupant is without the free enjoyment of the breath and light of heaven; whereas, in the other case, he will be during one-half the voyage without either, and find the heat,

as well while crossing the line as at other times, so great as to be almost unendurable, since it is not possible to open the ports without the risk of shipping a sea, and drenching every thing in the cabin. But if there be no choice left, those below the after-hatchway should be selected as most airy, after the stern accommodations; avoiding as much as possible the neighbourhood of the main-hatchway, where the pantry is generally situated; that being one scene of confusion from morning to night, the repository of all the various appliances of the breakfast and dinner tables, and the favored *locale* for the elegant discussions of the steward and his myrmidons, the cuddy servants, occasionally varied by a bout of fisty-cuffs among them. Besides this, twice in every week, on an average, the possessor of a cabin of this class has the chance of being blocked in or out thereof from nine o'clock till noon, or longer, while the hold is opened for baggage and stores.

Parties residing in the country may easily learn every needful particular regarding ships and captains by simply writing to a friend, and inducing him to devote a morning in the way just pointed out, when they can then avail themselves of such information before coming to a decision.

The outfit of a passenger is the next important consideration; it is for his own sex alone that the writer can attempt to offer any hints, though some of these may possibly not be found inapplicable to such of his fair readers as are about making a voyage to the East.

Having before him one of each of the printed lists issued by houses in London professing to devote themselves to this branch of business, he will, in the first place, separate the chaff from the wheat, and state the articles named in them as necessary, which he deems utterly superfluous to all who study economy, and many of which even are useless to those to whom money is of no important consideration.

In the first place, *floor-cloths* and *carpets*, but especially

the latter ; as they harbour dirt, and prevent the cabin from being swept and cleaned out so frequently as it would otherwise be, besides being most uncomfortable and disagreeable when seas are shipped, an event of common occurrence. *Musquito-curtains*, not requiring to be provided until reaching India, where can be had articles which are better, cheaper, and more adapted for the purpose, than those obtainable in England. *White neckerchiefs* ; totally exploded. *Stockings of any kind* ; unfit for India,—socks alone being worn. *Table cloths and dinner napkins* ; to be got cheaper in India. *White jackets* : on which subject some explanation may be deemed necessary. People in England can never be made to understand how extremely light these should be, and the consequence is, that the generality made at home are useless when they arrive in India, on account of their unnecessary substance and weight :—again, there are some commanders of vessels, who object to their passengers sitting down to dinner in white jackets ;—in this case, one of thin blue silk would answer the purpose of dress, and be quite as cool as a white one, while a brown holland blouse would be an excellent article for morning wear. *Waistcoats* should be very sparingly purchased ; those of jean or linen can, as well as the jackets, be obtained at a much more moderate price in India, while the heat on the voyage prevents them from being worn more frequently than etiquette compels. *A filtering-machine* is a luxury which might be dispensed with, as being too cumbersome. *A sea-chest* to a military man is all but useless after his arrival at his destination,—his bullock-trunks can accompany him, when that could not. *Military clothing* is very likely to get damaged during a voyage to India, especially the lace and epaulets ; one article of each kind it may, perhaps, be advisable to take made up, but not more ; with a sufficient supply of the material itself, circumstances can be consulted at the time of arrival, and thus much unnecessary expense in the

original outfit may be avoided. *Saddlery* may frequently be procured in India, of the best kind, at cheaper rates than in England. Capital *fowling-pieces* and *pistols* may often also be had there for less than the original cost prices. *India rubber cloaks* are useless in India, being utterly unsuited to the climate.

With regard to the quantity of articles requisite to be taken, a party proceeding to India had far better abide by his own experience and habits on shore, (bearing in mind the greater heat that will at times be experienced during the voyage, rendering a more liberal supply consequent upon more frequent changes, necessary) than rely entirely upon the statements and lists of the outfitters. Should his ship be advertized to stop at any intermediate port, sufficiently long to allow of linen being washed, a less quantity will of course be needed than were she to go direct; in the latter case, the length of the voyage depends upon the fineness of the vessel, and the season of her departure: during the first six months of the year, the very first class ships will reach Calcutta, Madras, or Bombay, in from ninety to one hundred and five days;—during the latter six months, in from one hundred and five to one hundred and thirty;—with these data, therefore, no one need be at much trouble to calculate the necessary extent of outfit. Of the shirts, one-third had better be check, or of the description termed “Regatta,” On this head, it is needless to say more, but the intending voyager should make reference to the printed lists, and act in all else according as his finances and other circumstances dictate.

Of articles which are frequently omitted altogether in the lists of necessities for a party proceeding to India are a telescope and an umbrella; they are both useful,—and, strange as it may appear, for India—especially the latter; it should be of light silk, and have a cotton or oil-skin case to preserve it when not in use. The telescope should have a

leather case, with a long strap, to allow of its being slung round the neck while travelling. During the voyage, a pair of the best thick waterproof shoes will be found eminently serviceable; and, with a corresponding hat and great coat or cape, the voyager may pace the deck with impunity, and witness the grandeur and magnificence of the elements when in their fury, whereas should he be without such articles, he will be obliged to remain in his cabin. They would tend also to the improvement of his health, since the fear of wet decks at early dawn would not keep him in bed, as it does many, until the sound of the dressing bell preparatory to breakfast. A small canteen, made as portable as possible, should be taken. An outline chart and a case of mathematical instruments, would never be out of place. A dressing-gown and a supply of bathing-drawers must not be forgotten; they are indispensable to all who would enjoy a salt-water bath before sun-rise. A leather hat-case, shaped like the hat, is highly useful to ensure its safe conveyance in company with a traveller either by land or water. A pocket compass will always indicate the course the vessel is steering, without the necessity of going on deck to inspect the binnacle. A copy of Marryat's Signals, and a sheet engraving of the flags of all nations, will enable him to understand every communication made with passing vessels, without being under obligations to any person for the desired information. A small housewife, with needles, thread, buttons, &c., *ad lib.*, and a previous lesson in sewing, would not be amiss. A box of carpenter's tools, (the smallest procurable) with glue-pot and brush, would be occasionally of service. Should there be sufficient room in the cabin, a chest of six dozen bottles of filtered water would quite obviate the necessity of a filtering-stone.

The fittings-up of a cabin depend materially upon whether it is occupied by an individual, or in conjunction with ano-

ther party; if the latter, mutual arrangements should be made, that nothing unnecessary be taken, to crowd it inconveniently.

Both couch and swinging-cot are in a measure necessary, and should be distinct; the article, which combines both, though frequently recommended, not coming up to the expectations formed of it; the cot is at all times more pleasant for sleeping, and during bad weather, in a rolling ship, most especially so, amounting, in fact, to a luxury. The motion may at first be disagreeable to some persons, but custom will speedily reconcile them to its use. The couch is useful for the day, particularly during sea-sickness, nothing tending more to alleviate the horrors of this malady than a reclining posture. The drawers of a couch will also render a chest of drawers unnecessary, since a week or a fortnight's consumption of clothes can always be kept in them, and such trunks or boxes as it may be desirable to have at hand, need then only be opened when the stock is expended; the latter will answer for seats for visitors, a single chair being all that is recommended to be taken; this should not be of the folding description, being very liable to get out of order. A table, with a washing-stand combined, is decidedly the best adapted for a voyage, and, if obtainable, with small drawers, and a space between them for the knees when sitting, so much the better, as they will be useful for books, papers, or other small articles. An easy chair is out of the question, except for a lady or an invalid.

In lieu of the cumbrous and expensive mahogany writing-desk, too often considered an absolute requisite, a fourteen-inch Russia-leather travelling-case is recommended, as there is abundance of room in it for everything which a desk need hold, while it possesses the great additional advantage of portability. One of these, with ordinary care, will last twenty years, and during that time, if a party be liable to frequent

removals, he will save something considerable in the porter's hire alone, which its bulky name-sake would have entailed on him.

All the furniture and heavy baggage should invariably be shipped in the docks, and when sent on board, a carpenter should at once cleat or securely fasten each article two or three inches from the deck in its allotted position, at the same time fixing the cot-hooks and such others as may be deemed requisite. If no better place can be found for the swinging-cot, a slight space might be left behind the couch where it could be securely lodged when taken down in the morning, and so occupy but very little room. The recesses round the cabin, termed lockers, are exceedingly useful for books and sundries of every description; should they be thought insufficient, a strong shelf might be fixed, care being taken that it has a rising front of at least four inches, or on the first heavy roll every thing will "fetch way."

If these necessary precautions are not adopted until the passenger finally joins the ship, the chances are, that whoever could then assist him in effecting them will be too busy to do so, and should bad weather come on, the utmost confusion must be the result. In all cases where anything heavy depends from a brass hook, there should be frequent examination, as the softness of that metal is not proof, for any length of time, against the constant friction to which it is subject.

Almost every article not required for use during the voyage should be packed in tin or copper, nothing being more prejudicial to clothes, silks, satins, velvet, leather, hardware, and indeed every thing of a metallic substance, than the sea air.

Those who prefer sleeping on a couch, should have it made with a shifting side, well padded like the back, which would in heavy weather, prevent many a roll off, as well as sleepless nights and aching bones.

Without, perhaps, any exception, every one going to India should be prepared to study, at least, the Hindoostanee language. It is so very generally understood, that there is hardly a part of India in which an acquaintance with it may not be found eminently useful, and whatever may be a person's pursuits, the advantages resulting from its knowledge will be great. In the Company's service, the civilian must be qualified in it before he can hold any appointment, whilst the military man, though not equally compelled to study it, will find, if he does not, that he will lose the chance of obtaining many valuable appointments, and have the additional mortification of beholding his juniors receive them.

The best books to be provided with are those of Mr. Shakespear, consisting of a Grammar,—a very voluminous Dictionary and Selections. A few lessons before a party sails would be found beneficial, and he will then be able to study during the voyage without difficulty. It is a great error in young men to put this off until their arrival in the country, when so much might have been effected on board-ship. If bound to Madras or Bombay, it may perchance be impossible to get the books they stand in need of, or they will have to pay very high prices for them. Such however is not the case in Calcutta, as at the principal establishments in that city, few persons will be disappointed in procuring whatever they may require, at a cost, too, comparatively speaking, very little beyond that in England. This statement needs explanation to those, who, having left Calcutta three years ago, may bear in mind the high prices of books at that time, and who have not been made aware of the system which has since been adopted, of fixing one invariable and moderate per-centage upon the English cost price. It is but due to Messrs. Thacker and Co., the proprietors of St. Andrew's Library, to record this reform as an introduction and voluntary act of their own. Notwithstanding this, however, whether bound to the chief Presidency or elsewhere, for the

reason above stated, it is desirable that the voyager should provide himself with his Hindoostanee books before leaving England. Regarding others, he has but to consult his own tastes and inclinations, though it may incidentally be remarked that a good and valuable library may be secured at a much less cost in India than in England.

Unusual and useless as such advice may appear, it is nevertheless strongly urged upon every young man, to take a few lessons in navigation before making his first voyage. Whatever may be his profession, this knowledge can do him no harm, and in many cases, when least expected, it may prove eminently advantageous to him. He will reap some benefit from it the moment he joins the ship, by not being under the necessity, like his neighbours, of asking numerous questions, which, though natural enough to the enquirer, are at times not only tiresome to the officer of the deck, but materially interfere with his duty. It will then take but a few days to become well acquainted with the rigging and all that appertains to a ship, as well as all that regards winds, courses, trades, monsoons, longitudes, latitudes, &c. With this foundation, and a copy of Norie's very useful "Epitome," he will add much to his stock of knowledge before the voyage is terminated. The cost will be but a trifle, not amounting to the sum saved by the retrenchments before suggested, in case that recommendation be adopted.

Some years ago most of the vessels engaged in the India trade, took their final departure from Deal; whereas, they now seldom touch there, unless through stress of weather, embarking their passengers either at Gravesend or Portsmouth: the latter is the preferable port, as much additional time in town is thereby ensured, and the annoyances attendant on a coasting voyage are all avoided. Nothing on board goes on comfortably until the commander joins, which, with a pilot in charge of his ship from the river, there is no occasion for him to do until her arrival at Portsmouth.

Except in the case of vessels of the largest class, which

sometimes carry their pilots to Plymouth, the last communication with the shore is generally after passing the Isle of Wight, and the voyager has then only to lay down the plan of his proceedings for the ensuing three or four months, and if he exercises judgment in so doing, that long period may be passed pleasantly and profitably, without being attended with the ennui so constantly (frequently so unnecessarily) complained of as the concomitant of a sea-voyage.

Madeira is in the direct route to India, and is generally the first land seen by the outward voyager, the time occupied in making the island varying (according to wind and weather) from eight days to three weeks; eleven days may be deemed the average. Some commanders stop there for a day or so, but by far the greater number merely sight the land, to satisfy them of the correctness of their chronometers, before proceeding on a voyage, during which, for many weeks, they may have no similar opportunity.

Captain Dalrymple, in his Chapter on Navigation, in the "Edinburgh Cabinet Library—India," thus writes :

A vessel bound for Funchal should pass between Point de Sol and the Desertas, and haul in for the roads. The approach to the roads is very striking; on the left are seen the Desertas, high, dark, barren islands, enveloped in clouds and mist; on the right, Madeira rises in a bold cliff of a reddish aspect, over which are seen the vine-clad hills. With a commanding breeze, the ship sweeps round Point de Sol, and is frequently becalmed before she gets near the anchorage. The merchants are always on the look-out, and ever ready to welcome their friends from England.

Even after so recent a departure from England, a short ramble among the beautiful scenery of Madeira will be a delightful break in the voyage, and few object to the delay that it entails; it will prove still more agreeable should it occur during the winter season; the change from the severity of the climate so lately left, to that of twenty degrees further south, being particularly marked and grateful.

The money current at Madeira is computed by Reis, an imaginary coin, and is of the following denominations:—

The Vintem	equal to . . .	20 Reis.
„ Half Bit	„ . . .	50
„ Bit	„ . . .	100 five pence.
„ Pistarine	„ . . .	200 ten pence.
„ Crusado	„ . . .	400
„ Spanish dollar	„ . . .	1000
„ Sovereign	„ . . .	4600
„ Quarterdoubloon,,	„ . . .	4000
„ Half ditto	„ . . .	8000
„ Doubloon	„ . . .	16000 = 16 dollars.

Unlike most other places, there is a loss here in exchanging sovereigns, dollars are consequently preferable. There is one hotel and several boarding houses, so the bird of passage can make his selection.

The north-east trade wind is generally met about Madeira, and is for the most part so steady and favorable during its continuance, as to render it unnecessary to shift a sail for forty-eight hours and more together.

From Madeira to the Canary Islands is but a moderate run of two days. The principal of the latter are Palma, Teneriffe, and Ferro; they are occasionally sighted, especially the lofty peak of Teneriffe, which is 12,500 feet above the level of the sea, and can be seen in fine weather more than a hundred miles distance.

Five or six days after passing the Canaries, the Cape de Verd Islands are reached. Opinions differ among navigators, as to the best mode of performing this part of the voyage, whether by going outside the Islands, or between them and the coast of Africa. The in-shore route seems latterly to have obtained more followers; and those who pursue it for the first time, will be surprised at the greenness of the sea when so far from land, and when the wind blows from the eastward, will be greeted with clouds of sand from the

African coast. It is not unusual for voyagers who adopt this route to suffer some inconvenience from sore throat.

Some distance is also saved by taking the middle passage, and making a course from Madeira almost due south, as by the other it becomes necessary to go as far as 25° west longitude, to avoid too close proximity to the island of St. Antonio, returning afterwards to the parallel of from 20° to 18° , between which it is customary to cross the equator. Some argue that the trade-wind is lighter and more variable when so close to the coast, (the weather certainly is not so clear) and will consequently prefer what may be termed the round-about but sure passage, to the shorter yet more uncertain one.

The interest excited by passing the Cape de Verdes hardly subsides when new subjects for discussion arise, in the probable time of losing the north-east trade-wind, the possible duration of calms and light variable airs, and the much-desired arrival of the south-east trade in succession to the latter. As on these points there is no speaking or judging with any approach towards certainty, it is only requisite to refer to the following valuable table of the late Capt. Hornburgh, being the averages deduced from the log-books of the East India Company's ships, during no less than two hundred and thirty voyages, by which at every season of the year the mean may be arrived at with reference to both trades, as well during the homeward as the outward voyage.

Months.	Lost N. E. Trade Outward in		Got N. E. Trade homeward in		Mean out and home.	Lost S. E. Trade homeward in		Got S. E. Trade outward in		Mean out and home.
	Latitude north	mean north	Latitude north	mean north		Latitude north	mean north	Latitude north	mean north	
January..	5° to 10°	7 $^{\circ}$	3° to 6°	4 $^{\circ}$	5 $^{\circ}$	1° to 4°	2 $^{\circ}$	2° to 4°	3 $^{\circ}$	2 $^{\circ}$
February..	5 — 10	7	2 — 7	5	6	2S. — 3	1 $^{\circ}$	1 — 4	1	1 $^{\circ}$
March....	2 $^{\circ}$ — 8	5 $^{\circ}$	2 — 7	5	5 $^{\circ}$	1 — 2	1	1 — 3	1 $^{\circ}$	1 $^{\circ}$
April.....	4 — 9	6	4 — 8	5 $^{\circ}$	5 $^{\circ}$	2 — 3	1	0 — 3	1 $^{\circ}$	1 $^{\circ}$
May.....	5 — 10	7	4 $^{\circ}$ — 7	6	6 $^{\circ}$	1N — 4	2 $^{\circ}$	0 — 4	2	2 $^{\circ}$
June.....	7 — 13	9	7 — 12	9	9	1 — 5	3	0 — 5	3	3
July.....	8 $^{\circ}$ — 15	12	11 — 14	12	12	1 — 6	4	1 — 5	3	3 $^{\circ}$
August....	11 — 15	13	11 — 14 $^{\circ}$	13	13	3 — 5	4	1 — 4	3 $^{\circ}$	3 $^{\circ}$
Sept.....	9 — 14	11 $^{\circ}$	11 — 14	12	11 $^{\circ}$	2 — 4	3 $^{\circ}$	1 — 3	2	2
October...	7 $^{\circ}$ — 13	10	8 $^{\circ}$ — 14	10	10	2 — 5	3	1 — 5	3	3
Nov.....	6 — 11	9	7 — 0	7	8	3 — 4	3 $^{\circ}$	3 — 5	4	3 $^{\circ}$
Dec.....	5 — 7	6	3 — 6	5	5 $^{\circ}$	1 — 4	2 $^{\circ}$	1 — 4	4	3 $^{\circ}$

The heat near the equator is almost at all times so great, that the voyager will have 'good reason for congratulation if it be not rendered doubly disagreeable by a long prevalence of calms, so often occurring in these regions. When they decidedly break up, and the south-easterly breeze becomes at length effective, fresh spirits are infused into all on board, and the quaint ceremonies still usual in crossing the line are looked forward to with no common interest. Bishop Heber's lively description of them has been often referred to, but it may not be amiss once more to quote it :

"*July 25.*—To-day the first or introductory part of the ceremony usual on passing the line took place. Soon after dark, Neptune's boat was supposed to approach the ship, of which notice was given in the regular form to the officer on watch. A sailor from the fore-chains, in a dismal voice, aggravated by a speaking-trumpet, hailed the captain, as if from the sea; and after a short conversation, carried on with becoming gravity, Neptune was supposed to take his leave, and a barrel, with a lighted candle in it, was sent off from the fore-chains to represent his boat dropping astern.

"*July 26.*—To-day we passed the line, and the greater part of it was spent in the mummeries usual on such occasions, which went off very well and in good humour. The passengers were not liable to the usual interrogatories and shaving; but the male part of them took their share in the splashing and wetting, which made up the main fun of these naval Saturnalia. I was a good deal surprised at the contrivance exhibited by the masqueraders in dressing out (with help of a little oakum and paint, a few fish-skins and decayed finery) the various characters of Neptune, Amphitrite, Mercury, Triton, &c., with far more attention to classical costume than I expected. With the distance and usual aids of a theatre, the show would not have been contemptible; while there was, as might be supposed, a sufficient mixture of the ludicrous to suit the purposes of fun and caricature."

There are very few vessels in which the ceremony is not performed, but the occasions are nevertheless rare when it is compulsory upon the passengers to take a part in them.

Few young men, however, upon their first voyages, hesitate to join in the sport, and unless they have made themselves extremely obnoxious to the members of Neptune's court, they will have no reason to regret doing so. A collection is usually made for the crew, each passenger contributing from fifteen shillings to a sovereign, in addition to which donations of tobacco will be gratefully received.

The south-east trade is, generally speaking, much more boisterous, and is not so favorable for outward bound vessels, as that from the north-east. They are consequently compelled to go far to the westward, towards the Brazilian coast, few being able to pass eastward of the Island of Trinidad, and the rocks of Martin Vas. It has happened, indeed, that ships have been blown so close to the American coast as to be obliged to tack two or three times to the northward before getting clear of it.

Four or five degrees to the southward of Trinidad, (which is frequently sighted,) the south-east trade is lost; when, should westerly winds prevail, as they generally do with considerable strength, a run of a fortnight or three weeks will be sufficient to reach the Cape of Good Hope, or the longitude of it may be attained a day or two earlier should it not be contemplated to stay there. This part of the voyage is termed "running down the easting," and fine vessels for several days together, constantly make upwards of two hundred miles in the twenty-four hours. In the winter season, which corresponds with the English summer, gales may be looked for off the Cape, and it is deemed unsafe to go to a much higher latitude than thirty-seven degrees, (quite sufficient to avoid the current on L'Agullas Bank which sets from the eastward,) it being by no means rare to meet with extensive and dangerous fields of ice, at not so high a parallel as forty degrees.

A short stay at the Cape is another pleasant break in the voyage. Should particular information with respect to this

colony be required it must be sought elsewhere. The currency is English: the hotels are expensive, but there are several good boarding-houses at which passengers may live comfortably at about ten shillings each per diem. The hire of a saddle-horse for the same period is seven shillings, and that of a carriage with four horses, thirty. Should time admit, the celebrated vineyards of Constantia should be visited, where the delicious wine bearing that name may be tasted in perfection. The ascent of Table Mountain should also be made; indeed, should a stay be made there for a month, there will be no difficulty in satisfactorily passing the time. In the hot season, from October to April, mosquitoes are very troublesome.

It is not advisable to bear up to the northward before reaching at least the sixtieth degree of longitude; many vessels, by so doing, in order to make a quicker passage, have retarded it considerably, being obliged, perhaps, after a week's sailing in that direction, to return to the southward, and proceed further to the eastward in the very parallel they had previously left.

The south east trade is again met with about 25° south, and is carried almost to the line; the calms there are of no great duration, and the north-east or south-west monsoon, according to the season, are soon fallen in with; the latter prevailing between the months of May and September, the former between October and April.

Should it be intended to touch at Madras, some part of Ceylon is frequently sighted;—the Friar's Hood, the Kettle Bottom, or some other conspicuous hillock. Many commanders content themselves with a glimpse of the Sadras Hills, a few miles to the southward of Madras, while others again, in full confidence of their position, steer direct for the Roads.

Before terminating this chapter, it may not be amiss to address a few desultory observations to those persons, and to

those only, who are making a voyage to India for the first time, and to conclude with a few remarks to such among them as are altogether unacquainted with ships and navigation.

The troubles of a first voyager, under the head of sea-sickness, will be pretty sure to commence in the Bay of Biscay, if they have not, perchance, done so previously—the confused swell and chopping sea in that boisterous locality being almost always such as to make the vessel roll considerably, even should the wind be moderate. It will, probably, be under such circumstances, that the meaning and use of “sea-legs,” will be first correctly ascertained, and many an awkward tumble will in all likelihood be experienced before they are attained. After rain, the decks are as slippery as ice, and caution is necessary in traversing them during even calm weather; and it need not therefore be mentioned how much more is requisite when the ship rolls. Fatal results have occasionally occurred from carelessness in this respect—such as a fractured skull, or a fall overboard. No expectation can be held out to the sufferer from sea-sickness, that his adoption of any of the various quack remedies so boldly offered by their vendors will effect the least relief: custom and patience are the only real palliatives. It has been already remarked that a reclining posture affords at times some alleviation, and the late Sir William Knighton considered it best to lie upon the right side; but it is strongly recommended to every one to bear up against the malady, for as long a time as practicable, and to resolve to partake freely of refreshments, both solid and liquid. The pursuit of this system for a short time will, in nine cases out of ten, speedily banish the distressing and unwelcome sensations. Brandy, cayenne, gingerbread, and many other things have been strongly recommended, but they fail more frequently than they succeed in giving relief.

The refectation hours on board ship are generally the

following:—Breakfast, half-past 8; biscuit and wine, 12; dinner, 3; tea, 6; biscuit and wine, 8. Many persons from indulging too freely at these numerous meals, in consequence of the appetite induced by sea air and the want of exercise, are attacked with illness; this might be in a great measure avoided were one hour at least of each day set apart for walking, and such a course is, therefore, strongly advised.

A never-failing source of excitement in the life of a voyager, is the vessel's progress, which is daily ascertained shortly after twelve o'clock, and as the result may come up to the expectations indulged, or fall short of them, so is the gratification felt by all who take an interest in the matter. After the announcement of the latitude and longitude, it is customary with those who possess outline charts, to mark off the distance run, and speculate upon the probable one of the morrow.

A young man will not be long on board ship without having to "pay his footing;" it would be difficult for him to indulge his inclination to ascend the rigging without being discovered, and the consequence is, that he will be tied to it or made a "spread eagle" of, until the usual fee of a gallon of spirits, or an equivalent in money, is promised to be paid. It is useless to rebel against this rule; it has been too long established, and, perhaps, correctly so, to be easily infringed. After the first payment is made, the ascent is free, though the practice is deprecated, as productive occasionally of serious accidents.

It would be always well to have letters in readiness for friends in England, and to complete them, except a final line or so, upon approaching the Equator. At the last moment there is generally so much bustle, and at times but so short a notice given, that those who have deferred writing can only give a very meagre and unsatisfactory account of their proceedings to those who will be so anxiously looking for them.

Much amusement is afforded by the various feathered and finny inhabitants of the regions which the voyager traverses. When the weather is calm, there is no part of the ocean in which sharks may not readily be caught. A strong line is necessary to secure one of these monsters, and the hook should be scarcely less than those used for suspending sheep; while, for at least a couple of feet above it, there should be a strong iron chain, or the rope would be inevitably bitten through. Should the ship be motionless, and a shark appear, a hook baited with pork will almost certainly capture him, and every motion of the huge creature, as well as those of his attendants, the graceful pilot fish, can be seen from the taffrail of the vessel, beneath the deep blue of the placid waters. Upon being brought on board, it is advisable to keep aloof from either extremity, as its tenacity of life is such that many accidents have arisen from the supposition that it has become innocuous. Within the tropics ($23\frac{1}{2}^{\circ}$ north and south of the equator,) the flying fish are every moment beheld in shoals, or (as it may be styled with equal correctness) flights; the dolphin, the skip-jack, the albacore, and bonito, in pursuit, may be constantly witnessed, who prey upon them when they are no longer able to remain on the wing. The latter are themselves, at times, captured while in the heat of pursuit of their tiny adversaries, being unmindful of their more powerful enemies in the shape of the sailors, who, stationed at the head of the vessel, frequently strike them with the "grains," a species of harpoon: they are not bad eating. The grampus and black fish, (synonymous with the small whale,) may constantly be seen blowing around the vessel, while the porpoise is all but universal, and one of the most accredited superstitious notions of seamen is, that these fish invariably swim with their heads to windward.

The nautilus, or "Portuguese man of war," and all the varieties of the "blubber" species, likewise call for obser-

vation, and it is frequently useless to warn the tyro against the torpedo qualities of almost the whole, until his own experience painfully convinces him of it.

While on the subject of Zoology, it may not be amiss also, to notice the superstitious fears entertained by seamen of the petrel or Mother Carey's chicken, the invariable follower of ships during stormy weather, however distant from the land: the death of one of these graceful birds, by the hand of an individual in the vessel, causes him to be looked upon as a Jonah, and intimates the vessel's probable destruction!

Gulls of many descriptions are abundant, especially near the land. Far out at sea also, birds called boobies and noddies, nearly as large as the domestic fowl, sometimes settle upon the yard-arms of the vessel, and will allow themselves to be caught without attempting to escape; they are in consequence thus designated, as well as from their falling asleep immediately they alight.

Westward of the Cape, in latitude 32° to 35° south, the pintado or Cape pigeon, the Cape hen, and the albatross, first appear, and accompany the voyager for many weeks, during the entire period of "running down the Easting," and until the latitude of 28° is attained. They all approach sufficiently close to be shot, but (the albatross especially) require slugs or bullets to destroy them as the down with which they are covered is of extraordinary thickness. When the winds are light, and the vessel is making but slow progress, lines and hooks can be thrown out, baited with small pieces of meat, which they will all take freely, and dozens may be brought on board in the course of a calm morning. Strangers should not be tempted by their ornithological propensities to take them into their cabins; they are full of vermin, and invariably vomit a few minutes after reaching the deck. Should a high southern latitude be attained, ice birds will also be seen in abundance. Within the tropics, too, the elegant boatswain

or tropic bird, with its magnificent tail, is occasionally, but not commonly met with.

To those astronomically inclined, another source of amusement will be afforded by the almost nightly changes observable in the situations of the heavenly bodies, whether the ship be running to the southward or northward. If the former, constellations which are invisible in England will shine forth in resplendent beauty, and those which have previously nightly greeted the wanderer will, one by one, gradually disappear. The southern hemisphere presents more brilliant specimens of stellar magnificence than does the northern, while the milky way is more lucid, and the Magellan clouds are in it alone visible.

The changes in the temperature, shown by the rise and fall of the thermometer, the variations of the barometer and sympiesometer (should a sight of them be attainable), the registering of the winds, and other phenomena attending those which blow from particular quarters, the fall of dew, the notice of the difference in time of the sun setting, through the daily alteration in the longitude, will all help to pass away the time and conduce to improvement.

First-class vessels have half-a-dozen or more midshipmen attached to them, who have a mess to themselves, superintended by the third mate. They are almost always a fine high-spirited set of young men; but very gay and boisterous and partial to "keeping up Saturday night," with no little noise and confusion. Those who have a fellow feeling with them will easily be drawn into the vortex thus so temptingly presented, and it may be sufficient here to advise them to avoid it, as tending to have rather a pernicious effect than the contrary.

Gambling is a vice which the voyager should be warned against, as too often existing on board ship. That which is at first a harmless game of cards, may possibly produce a

habit, which he who indulges in, may have reason to regret to the latest period of his existence.

No where do quarrels so easily arise, or become more warmly fostered, than during a sea voyage; one of the best modes of escaping them is to avoid early familiarity with the companions with whom one is thrown into contact, bearing in mind the adage, that "hasty friendships are never lasting."

Above all, the stranger should be most careful of his lamp or candle, and equally so that he is not tempted, for the sake of obtaining air, to open the port or scuttle of his cabin, after it has been closed by the carpenter, or without his knowledge; for by so doing, should a squall come on and the vessel heel over, much damage, and perhaps eventual danger, may occur in a few minutes, without the possibility of a remedy; while, should an unfortunate result attend his neglect of the former precaution, the destruction of the vessel and perhaps of every soul on board is all but inevitable.

When close to the Equator, many stale tricks will be attempted to be played upon those persons who have never crossed it; such, for instance, as placing a hair or thread across the object-glass of a telescope, and bidding the tyro look through it, and he will see the Line; or telling him that the carpenter is ready at the head of the vessel to cut it with an axe, and so prevent the bump that would otherwise take place; or that the vessel would be brought to anchor until the separation had been made. A slight knowledge of navigation will here stand the voyager in good stead, and he will probably be able to turn the tables upon his banterers.

"Setting up the rigging," the technical expression for tightening the shrouds and stays, or the ropes that secure the masts, is a disagreeable employment, but one which must be resorted to two or three times during a voyage. This is particularly the case with new ships, fitted with new tackle, as they labour under the disadvantage of the latter

stretching considerably until the process of "setting up" has been frequently repeated, and the rigging brought to the requisite tension with the assistance of wear and age.

Precautions are sometimes used, upon approaching the regions visited by pirates, to affix stations for the passengers and crew, at different parts of the vessel, and the arms are kept in readiness, in case of their being necessary.

The prevalence of currents is generally ascertained by the appearance of a ripple on the surface of the water; but occasionally there is no outward or visible sign of them.

Long swells intimate that a high wind has been raging in the vicinity of the spot where they are witnessed.

There are very few of the rocks and shoals, marked on the charts "doubtful," that have any existence whatever; they are however still retained, to induce parties who pass by them to afford, by their observations, further proof that the original propounders of the discovery were in error.

In hot latitudes, a salt water bath is a great luxury; it must be taken soon after daylight, while the decks are being washed and scrubbed with holy-stone, and for a moderate remuneration at the end of the voyage, one of the quarter-masters will willingly throw as many buckets of water upon an individual as he may desire.

The "idlers" among the crew of a vessel are the carpenter, sailmaker, steward, cook, butcher, and cuddy servants; their own vocations being ample for employing all their time, they are only called upon to participate in strictly nautical duties when it becomes necessary to reef the sails, or upon the occurrence of any emergency.

A passenger can always avail himself of the services of one of the cuddy servants to bring him water, clean his shoes and cabin, make up his bed, and do anything else that may be required, to whom a present of 3*l*. or 4*l*. at the end of the voyage, according to the attention that has been shown, will be a sufficient remuneration. It is usual also to

make up a purse for the steward, each individual subscribing about a sovereign.

The pay of a commander of a ship is of course uncertain, and his emoluments equally so, every thing depending upon his having a share in the ship, a commission upon the freights and passage money, and other contingencies. The chief mate generally receives 8*l.* per menscm; the second 5*l.*; and the third 3*l.*; the boatswain and carpenter 5*l.* 5*s.*; their mates 2*l.* 10*s.*; the sail-maker 4*l.*; the quartermasters 2*l.* 5*s.*; and the seamen 2*l.* A midshipman of a first-class vessel has to pay a sum generally amounting to 50*l.* for the voyage, besides which, his mess money, *i. e.* the articles not included in the ship's rations, cost him 10*l.* more. The officer in charge of troops has his passage paid by the East India Company.

It is highly necessary that the commander of a ship should exhibit the utmost coolness in every emergency, and there are many in the East India trade who richly deserve the valuable tokens which their passengers have presented to them for this and other reasons. The rule which obtained in the East India Company's naval service, that no captain of their ships should be accompanied by his wife, was an excellent one; not only on the above account, but from misunderstandings as to precedence, and other bickerings among his lady passengers, having been frequently the result of such companionship.

• In the event of urgent necessity, it is not impossible to get clothes washed, or rather scrubbed, on board ship, as any of the quartermasters will undertake the office, for a consideration of thirty or forty shillings during the voyage. The clothes, however, never look well, and take the dirt most readily; only coarse drill or duck should be subjected to such an operation.

In now approaching the subject of navigation, the Writer deprecates all nautical criticism upon the following remarks,

as they are, strictly speaking, those of one landsman to another, and, intended solely for the use of those persons who have never been at sea, and who are altogether ignorant of everything that relates to ships.

It would be idle to dwell upon the inestimable use to the navigator of the mariner's compass; it is the sure and steady friend which he consults at all times and seasons, ever relies on, and is never disappointed or deceived by it; his unfailing guide along the trackless paths of ocean's wastes. Each of the four cardinal points—north, south, east, and west, has seven subsidiary ones, making in the aggregate thirty-two; these again are divided into quarters of points, for the extreme niceties of navigation; the names of each are marked on the card, those to the right of the northern point bearing an easterly direction, such as N. by E., N.N.E., N.E. by N., N.E., &c., and those to the left a westerly one, as N. by W., &c. &c.; the subdivisions already alluded to being N. $\frac{1}{4}$ E., N. $\frac{1}{4}$ W., W. $\frac{1}{4}$ N. &c. Let the compass be considered as the world, and the whole space within the circles as the sea, with your ship placed in the centre. You have a certain port to make, which, by consulting the chart, is found to bear due north; the ship's head is accordingly directed to that point of the compass and kept steadily so, and she is then what is called "lying her course;" as the end of the voyage approaches, the niceties of navigation before alluded to may probably come into operation—thus it may be necessary to diverge from the parallel upon which we have been all along sailing, in order to reach a particular point of land, the entrance of a river, or any other desired object in safety; a point either to the eastward or westward of north might run the vessel into danger, while an alteration of $\frac{1}{4}$, $\frac{1}{2}$, or $\frac{3}{4}$ either way would free us from it. We steer therefore accordingly.

Having accomplished the voyage with a favorable wind, let us suppose we have to make it with a foul one. Few

square-rigged ships can lie nearer than six points to the wind; thus, if we wish to steer north and the wind is within the points E.N.E. and W.N.W. we shall be unable to do so; we therefore brace the yards sharp up, pointing them to the wind as much as possible in order to lie as near the point of destination at north as can be, the ship is then termed close-hauled, and makes much less way than if going free; close upon a wind, being generally a vessel's worst sailing point. Let it be supposed, however, that the wind blows direct from the north, which, being from the actual point we wish to reach, is called "right in our teeth," and all the progress we can make in a northerly direction must be obtained by "tacking" or "wearing," the modes of describing particular manœuvres which are attended with the same result. In tacking, then, we find the ship's head will be east-north-easterly on one course, and west-north-westerly on the other, and by attention to the steerage, and taking advantage of any slight occasional alteration in the wind, we make the little way we do towards our destination;—this is called "beating to windward."

The variation of the compass is another matter of great importance to the navigator, and though the truth of "the needle to the Pole" has become generalized into a simile for perfect faith; yet the enormous error of the saying is such, that, perhaps, with the exception of the winds themselves, there is nothing in nature more inconstant. The fact is, that it rarely points to the true Pole; but the circumstance being well known to mariners, does not lead them into difficulties, as the variation is always accounted for when they give out the course the ship is to be steered, and the extent at any particular place is easily ascertained by observations with the azimuth compass, at the period of the rising or setting of the sun. Few commanders, however, so trouble themselves, the variation being always marked on the charts from the best authorities. It is called either

easterly or westerly, according as the magnetic needle points to the eastward or westward of the true North Pole. In a voyage to India, it is all westerly; thus, if at any place it is found to be $22^{\circ} 30'$, it is exactly two points, and should a due South course be required, instead of directing the ship's head to that point of the compass, we steer two points to the right, or S.S.W., and the result will be, that the direct southerly course is obtained; and so on in proportion, as the variation is less or more.

An explanation of the terms "latitude" and "longitude" can scarcely be needed, no more than to urge upon "those who go down to the sea in ships" the vital importance of ascertaining the same correctly. The latitude is obtained daily by observations of the sun at noon, with sextants and quadrants, the former instruments being more elaborate, and capable of greater niceties, than the latter. The following is about the most concise mode of getting at the result of an observation.

Height of the Zenith being	90°
The altitude of the Sun at the moment of its ceasing to rise, is, after corrections .	$66^{\circ} 30'$
	<hr/>
leaving its true distance from the Zenith.	$23^{\circ} 30'$
The Sun's declination or distance from the Equator is to the Northward	$22^{\circ} 39'$
	<hr/>

which, subtracted from the meridian distance, gives $43^{\circ} 51'$
of South latitude. The Sun's declination is always given in the Nautical Almanacks, and has to be slightly corrected for the difference between the locality of observation and the Observatory at Greenwich. There are two other ordinary modes of computing the latitude; one by double altitudes taken before and after the sun has passed the meridian, and generally resorted to in cloudy weather, when an

observation at noon cannot be taken, or is doubtful; and the other by dead reckoning, which may serve as a partial guide in the event of a meridian altitude being unattainable for several days in succession; but this cannot be strictly depended upon.

In obtaining the longitude, the sun is of equal importance as in the former case. It is, however, of the utmost consequence to be possessed of watches or chronometers that keep time well; for any error in them, that we are unacquainted with, will tend most materially to affect the calculations of our position. These chronometers generally show Greenwich time, and it being well known that, as we proceed eastward of that place, the day lengthens, and decreases on the contrary as we go westward, it is not at all difficult to discover the exact time wherever we are, the variations being reduced and arranged with the utmost minuteness. For instance, taking 15 degrees to be the difference for one hour between Greenwich and any place eastward or westward; if, when at sea, we find by our observation of the Sun that it is twelve o'clock, when the chronometer shows it to be 2 P. M. true time at Greenwich, it follows that our longitude is 30° to the westward of that place; if again we find it 12, when by the chronometer it is 6 A. M. at Greenwich, it is evident we are 90 degrees eastward of that meridian, or about the longitude of Calcutta, there being nearly 6 hours difference between that city and Greenwich. The calculations can be made to seconds and tenths of seconds.

There are other modes of ascertaining the latitude and longitude, viz. by lunar, sidereal and planetary observations, which are, on some occasions, especially useful in proving the chronometers. The Nautical Almanacks and various published Tables which assist in working out these observations, are very elaborate. The latitude and longitude being thus daily obtained, the same are marked off on the

chart, and, care is then taken, by changing the course, to avoid any obstructions, should such lie in the way.

We thus see how absolutely necessary is the Sun to the navigator, and without its aid, how utterly useless would be all our beautiful instruments and wonderful inventions; while we can readily understand the cause of the many melancholy shipwrecks that have happened in consequence of the great luminary having been hidden for a few days in succession.

Although the distance from the North to the South Pole is 180 degrees, the Sun traverses but 47, or $23\frac{1}{2}$ on each side of the Equator, this space bearing the designation of the Tropics; the northern, of Cancer: the southern, of Capricorn. On the 21st of March it crosses the Equator, and travels northward; on the 21st of June it reaches its greatest northern declination, and turning to the southward, crosses the line on the 23rd of September; this accounts for that portion of the year being the northern summer, and for the 21st of June being the longest day. On the 21st of December it reaches its greatest southern declination, and again proceeds northward, crossing the line on the 21st of March, making this portion of the year the southern summer, and the northern winter.

A word or two may now be said about the ship herself; every vessel which claims that designation carries three masts, called the main, the fore, and the mizen, situated respectively in the centre, the fore, and the after parts of the vessel; each has two others attached to it, called the top and the top-gallant masts, so neatly and securely connected with each other, that to a novice the whole appears but as one spar tapering to the summit.

Each mast has its yard across, supporting a sail; thus there are the main-yard and sail, the main-top-sail, and the main-top-gallant-sail, and precisely the same with fore and mizen, except that the large lower sail of the latter mast is

set differently, and is called the spanker or driver. Thus far there are nine sails; above each top-gallant-sail is another smaller one, called the royal; and again on the bowsprit and jib-booms, are three triangular sails, called the fore-top-mast stay-sail, the jib and flying-jib, the last being at the end of the extreme spar in the ship. These are the usual sails, but for fine weather and fair winds, there are others, styled studding-sails, pronounced "stun-sails," which are very useful; the lower ones especially present an immense square surface over the side of the ship, in a line with the foremast, and when the wind is right aft and both are spread, the ship at a distance wears the appearance of a monstrous bird, with its wings extended.

The mizen-mast has no studding-sail, but the main and fore have each two in a line with their top-sail and top-gallant-masts. Royal studding-sails, are sometimes carried, as also sky-sails, or small sails above the royals, but only during very light airs.

Standing with the back to the stern of the vessel, and looking forward, the right hand is the starboard side, and the left the larboard.

Upon the occurrence of a squall, the lighter or loftier sails are first taken in, including the driver and flying-jib; then the top-gallant-sails, and if it blows hard, the main-sail, leaving the fore-sail, top-sails, and jib, to bear the brunt of the storm.

It is possible to reduce the top-sails to one half their usual size by an operation termed "reefing;" there are four lines of fastenings, both before and abaft the sail, technically called "Reef Points:" when these are tied on the yard, much less canvas is presented to the wind; if one line of points is only used, the sail is called single-reefed; if two, double-reefed: if three, treble-reefed: and if four, close-reefed.

A midshipman obtains the *soubriquet* of "reefer" from

one of his earliest duties being to assist in reefing the mizen top-sail.

The poop is an excrescence on the quarter-deck, composed exclusively of the cuddy or dining room, and cabins for passengers.

The deck below is called the gun-deck, and also comprises passengers' cabins in the after part, with sleeping berths for the crew forward. Below this again are the holds, called after, main, or fore-holds, according to their various situations, in which the cargo, ship-stores, &c., are stowed away, the fore-hold being generally appropriated to water, whence arises the nautical custom of saying of grog or any other beverage not remarkable for its strength, that it tastes very much of the fore-hold.

B.

MADRAS.

A PARTY approaching this presidency for the first time, will have his wonder excited a good while before he has a perfectly distinct view of the town, and perhaps an hour or two before his vessel comes to an anchor there, by the appearance of sundry black specks on the water, which he will be told are human creatures, a statement he is very likely to disbelieve, until a view through a telescope convinces him such is indeed the fact, though even then, he cannot discover by what artificial means they are enabled thus to reach so

great a distance from the shore, feeling assured that to do so by swimming must be out of the question.

These are the far-famed Catamaran-men, who are out upon a fishing excursion. When the vessel nears the shore, letters will be sent off to her under charge of various members of this fraternity, when the stranger will have the opportunity of closely inspecting the three small logs of wood fastened together, forming the boats, upon which the men will kneel and trust themselves for miles out on the mighty ocean with no other support, also carrying communications between the shore and ships in the roads, during weather in which no other boats, however strongly made, could do so. Though frequently immersed both in the surf and the sea, they are rarely known to lose their hold of the frail planks beneath them, and still more rarely to lose their lives.

But the attention of the new-comer is quickly diverted from them, their boats and the curious conical caps in which they carry letters, (being, by the bye, almost the sole article of clothing they encumber themselves with) to an equally curious and more bustling scene. The arrival of the Catamaran precedes but a short time that of various Masulah and accommodation boats, each bearing a motley crew, most particularly anxious for the honor of an introduction to the new arrivals, and who frequently do not wait until the vessel is anchored. Touters for the various hotels or punch-houses, servants seeking situations, (if whose accounts of themselves could be believed, their possessors should be esteemed extremely fortunate), and hawkers of various wares will be the most conspicuous; but there are many others who will endeavour to make themselves agreeable to the new arrival in every possible way; some bringing army lists, and others newspapers published that morning, or perhaps a few English ones brought by the last overland mail. Among them too will generally be found lists of the arrivals and departures of ships, and names of passengers, for the two

or three preceding months; items of information which they know from experience to be peculiarly gratifying to new comers, from the questions with which they are constantly assailed. One and all will profess an intimate knowledge of any recent casual visitors to Madras, regarding whom any questions may be put to them. One will say that he lived in his hotel, and was so gratified with his quarters, that leaving them was his only cause of sorrow at quitting the presidency. A second will declare that he was his confidential servant; while a third will quote the absent one's declaration that he never dealt with so honest a man. These men will scarcely vary their tale if the questions propounded to them be with regard to a fictitious personage;—the stranger would do well to avoid them all.

In a former part of this work, the propriety of dawk travellers giving their friends intimation of their approach, by letting their letters of introduction precede them was strongly urged; such advice is equally applicable to passengers by ships, and should it be followed, no person will have to wait long after the vessel has anchored, without receiving a letter in reply, with a servant and conveyance to take him to his friend's residence. It will be then time enough to select his servants, should Madras be the termination of his voyage; while, if his stay be but for a few days, he will have no necessity for any.

In thus recommending that letters of introduction should precede the arrival of the party himself, it would be as well to add that some discretion should be exercised as to those letters so despatched; many that are freely tendered in England will probably be of so formal and general a nature, that it would do as much violence to the visitor's own feelings of independence to receive hospitalities from the individual addressed, as it would be a tax upon the latter to be expected to offer them. With this caution he can have no difficulty in steering clear of subjecting himself and others to vexation

on this account. One great advantage of forwarding one's letters beforehand, (by the overland mail, for instance) is, that should the friends to whom they are addressed be absent from the Presidency, they will have time to secure for the new comer the hospitality of an actual resident, a circumstance constantly occurring, and a course always pursued. As the etiquette with regard to the delivery of letters of introduction differs in many places, it may be as well to mention that the rule at Madras is to send them, accompanied with a card, immediately upon arrival, and await a reply.

There may be, however, persons whose destination is Calcutta, who have no acquaintances on the spot, and are equally without any introductory missives, to whom the irksomeness of remaining on board during the ten or twelve days a passenger-ship usually stays, will be such that the hotels will be deemed their only resource. This need not be so. Cadets, as well for Bengal as Madras, have free quarters at once given them at the Fort, during the whole time of their stay, where their messing and other expenses will be very trifling; a non-commissioned officer is sent to the ship to conduct them there, as government very properly discountenances their young officers residing at hotels, which, under any circumstances, and for any one, is considered to be *infra dig*. A mess is provided there, viz. breakfast at half-past eight, at the charge of eight annas a-head; dinner, including fruit, at three o'clock, for one rupee; and tea at seven, for six annas; wines, &c. are extra, but supplied at the actual cost price; each room is furnished with a bedstead and mattress only; linen must therefore be brought from the ship, and the few other articles of furniture that may be required can be hired for a mere trifle.

The private gentleman, again, should find no difficulty in getting one or other of his shipmates who is living with friends on shore, to vouch for him as eligible for admission as an honorary member of that excellently conducted insti-

tution, the Madras Club, the only form being a card of recommendation from two members of a large committee. It may interest parties in England to be made acquainted with the way in which first-rate clubs in India are conducted, and the rules of the one in question are accordingly here given.

" RULE 1.—The Madras Club shall consist of an unlimited number of Members.

" II.—The following Members shall be admitted without ballot.

" 1st. Members of Government, Judges of the Supreme Court, and the Right Reverend the Lord Bishop of Madras, on intimating to the Secretary their wish for admission within two months after their arrival in this Presidency.

" 2d. All Officers and Gentlemen belonging to this Presidency, but absent from it prior to the 1st May, 1832, provided their desire to be admitted be signified within two months after their return.

" 3d. All Members of the Bengal Club shall be considered Honorary Members of the Madras Club, (on notifying their wish to that effect to the Secretary) as, *vice versa*, all Members of the Madras Club are of the Bengal Club, subject only to the usual charges attending a residence in either Club House.

" III.—The following classes of Gentlemen shall be eligible by ballot.

" 1st. All Officers of the Queen's and Company's, Civil, Military and Medical Services.

" 2d. Members of the Bar and Clergy.

" 3d. Gentlemen received in general Society at Madras.

" IV.—The following classes shall be admitted as Honorary Members.

" 1st. The Personal Staff of the Governor General and Commander-in-chief in India, and of Governors and Commanders-in-chief of the other Presidencies.

" 2d. All Commissioned Officers (including all those of the ward room) of her Majesty's Navy, belonging to the India Station.

" 3d. All Commissioned Officers of the Indian Navy.

" 4th. All Members of her Majesty's or the Honorable Com-

pany's Service belonging to the other Presidencies, or Honorable Company's Settlements, not permanently residing within the limits of the Madras Territories, and all Gentlemen received in general Society at the other Presidencies, and not so permanently residing, who may be desirous of availing themselves of the advantages of the Club, may be admitted as honorary and occasional Members at the signed recommendation of any two Members of the Committee, to be entered in a book kept for that purpose; provided always that no Member of the Club be compelled to quit his room for an Honorary Member eligible under the provision of this Rule, but Honorary Members so eligible will be allowed to occupy rooms in the event of their not being required by permanent Members.

" 5th. All persons belonging to the Madras Presidency eligible as Members on payment of original Donation, viz. Rupees 100, shall be admitted honorary and occasional Members at the signed recommendation of any two Members of Committee, on signifying their desire to become permanent Members at the next ensuing ballot.

" 6th. Honorary Members shall have all the privileges of the other Members, except that of balloting or of voting and eligibility as Members of Committee; with the restriction contained in paragraph 4 of this Rule.

" V. No person dismissed from her Majesty's or the Honorable Company's Service can be elected or remain a Member of the Club, unless reinstated in the Service.

" VI.—1st. Every Candidate eligible by ballot must be proposed by one Member and seconded by two other Members.

" His name, accompanied by a statement, mentioning in what capacity he is eligible, together with that of the proposer and two seconders, shall then be exposed in a conspicuous part of the Club House for a period of at least 10 days.

" No Member shall have the privilege of proposing a Candidate unless he shall have been a Subscriber to the Club for one year.

" 2d. The ballot shall take place between the hours of 9 A. M. and 6 P.M., on the first Monday, Tuesday and Wednesday of every month. Members balloting are to sign the book kept for that purpose.

" 3d. One black ball in ten shall exclude, and unless there are ten voters, the ballot shall not be valid.

" VII—1st. The entrance Donation shall be Rupees 100.

" But in cases where application as a Candidate is not preferred within six months after becoming eligible, the donation, shall be Rupees 175.

" 2d. Donation is payable immediately after election, and in the event of failure of payment of the same within two months, the Proposer of the Member so failing to pay will be held responsible for the amount in the same way, as for any other sum due by such Proposer to the Club, and such Member shall forfeit his election.

" 3d. Members who shall have forfeited their election as above shall be re-admissible only after being balloted for again, and on payment of double the amount of the higher rate of Donation, viz. Rupees 350.

" 4th. The Subscription of Members residing at the Presidency (with the exception of Regimental Officers attached to the Garrison of Fort St. George) is 4 Rupees per mensem, or 48 Rupees per annum, *payable annually in advance, during the first quarter of the year.*

" 5th. The Subscription of Members residing at St. Thomas's Mount, Palaveram, Poonamalee, and Regimental Officers attached to the Garrison of Fort St. George, is 2 Rupees per mensem, or 24 Rupees per annum, *payable annually in advance, during the first quarter of the year.*

" 6th. The Subscription of non-resident Members is 1 Rupee per mensem, or 12 Rupees per annum, *payable annually in advance, during the first quarter of the year.*

" 7th. Members quitting the Presidency, Palaveram, St. Thomas's Mount, or Poonamalee, to proceed up the country, shall be entitled to a refund of the higher rate of Subscription, provided the period of absence shall extend to one month.

" 8th. Donations and Subscriptions to the Club are payable to the Secretary, by whom or the accountant, receipts for the same will be signed; house bills to the accountant or bill collectors, monthly, on being presented for payment, or invariably before leaving the Club House.

" 9th. Subscriptions shall cease during the period of absence in Europe.

" 10th. Honorary Members shall not be required to pay the entrance Donation, or Annual Subscription, but a *Quarterly Subscription of 12 Rupees in advance*, (the rate specified in Para. 4, for Resident Members) a Quarter being due on admission, and subsequently, on the commencement of every succeeding Quarter, viz., 1st January, 1st April, 1st July and 1st October.

" 11th. Non-resident Members arriving at the Presidency, and remaining for a period of six months, commencing from the date of arrival, shall pay their Subscriptions as resident Members during their stay at Madras.

" VIII.—1st. The concerns of the Club and its internal arrangements shall be managed by a general Committee, consisting of 24 Members, 12 of whom shall go out annually, and be eligible to re-election by the Subscribers, at their Annual General Meeting, with a President and Vice President; the latter of whom shall also be elected by the Subscribers, at such Annual General Meeting, and shall succeed to the office of President in each ensuing year; such General Committee shall be at liberty from time to time to make such ordinances for the internal Regulations, &c. of the Club, as they shall think fit. And with the view of keeping up the numerical strength of the Committee throughout the year, at the Annual Meeting, a gradation List shall be made out of those Gentlemen who may be nominated as Members of Committee according to the number of votes for each, and that vacancies of Committee be filled up from time to time, as they may occur from this List, by the Secretary, in order as they there stand, he having ascertained in writing the willingness of such nominee to act on Committee.

" 2d. The General Committee shall elect their Secretary, who shall be a standing Member of Committee during the period he holds the Secretaryship.

" 3d. The ordinary meetings of General Committee shall be held on the second Wednesday of every second month; but, the President, or in his absence the Vice-President, when it shall appear to him necessary, or on the requisition of any two Members of Committee, shall call a special General Meeting of Committee.

"4th. Any six Members of the Committee, with the President or Vice-President and Secretary, shall form a quorum.

"5th. In the event of any circumstance occurring likely to disturb the order and harmony of the Club, or any infraction of the Rules of the Club or ordinances of Committee, the same shall be taken immediate cognizance of, and brought to the notice of the General Committee, whose duty it shall be, under the sanction of a vote by a majority of two-thirds of the Members present, such votes being obtained by ballot, to remove from the list of Subscribers the name of any Member, who shall have been guilty of any irregularity, or who shall have infringed the rules or ordinances, and he shall thereon cease to belong to the Club, and notification thereof shall be made to him by the Committee, his Subscription for the period he may have paid in advance being returned to him.

"6th. No new ordinance or alteration of any ordinance shall be made by the Committee without the sanction of two-thirds of the Members present at the meeting, and every proposition affecting the general interests of the Club shall be circulated to every Member of Committee, that due notice of every proposed change may be given.

"IX.—1st. Six Members of the General Committee, two of whom shall go out in rotation every four months, shall be elected annually by the General Committee, and with the President, or Vice-President and Secretary, *ex-officio*, shall form the Sub-Committee of the Club.

"2d. The duty of the Sub-Committee shall consist of the immediate examination of accounts, passing bills for payment, drawing cheques on the Bank, and all ordinary detail of superintendence, subject to the confirmation of the General Committee at their periodical meetings.

"3d. The Sub-Committee shall hold their meetings on the 2d and 4th Wednesdays of every month, to transact current business; any three of whom, with the Secretary, shall form a quorum.

"4th. The decisions of the Sub-Committee shall be final as regards themselves, in all cases where there is only one dissentient voice; but when there are more than one dissent, any two or more Members may protest and appeal to the General Committee.

" 5th. The appointment of all retainers and servants and the amount of their salaries shall rest with the Sub-Committee.

" X.—1st. At the close of the day, every expense incurred shall either be paid or acknowledged to be due by the initials of the party concerned, on the bill being presented to him, and all accounts shall be settled monthly, or before leaving the Club House.

" Those of Honorary Members *shall be paid weekly*, and in the event of their failing to settle them, or leaving any accounts unadjusted, the parties proposing their admission to the Club shall become responsible for the amount, in the same way as for any expense incurred by themselves.

" 2d. Bills of Subscribers shall be presented for payment under a sealed cover once only—if it should be inconvenient for the party to settle the account when so presented, or if there should be any error in the bill requiring correction, it shall be necessary for the Subscriber to rectify the same with the Accountant, and settle his bill either by personal attendance at the Club House, or by sending a person for that purpose before the end of the month; and in the event of Subscribers losing their bills, the Accountant shall not be required to furnish them a second time, but reference to the books of the house can be made if required.

" 3d. The names of those Subscribers who shall have neglected to pay their Donations or Subscriptions, or house bills to the Club, within the period prescribed by the rules, shall be affixed in the Reading Room, and if the amount be not paid within the space of two months after being so affixed, of which due notice shall be given by the Sub-Committee to the parties, Subscribers so failing in payment shall *ipso facto* be expelled from the Club; and their names erased from the list of Subscribers to the Club, and in the cases of non payment of house bills, the names shall continue affixed in the Reading Room, until the amount due be paid.

" 4th. To prevent error in accounts, Subscribers, when ordering dinners for private parties, are requested to notify in writing to the Steward, or head Butler, the person or persons to whom the expense of the Dinner, &c. is to be debited, and strangers arriving at the Club House are requested to sign their Names, Rank,

Corps, or office, on a slate, when presented for that purpose by the servants.

" 5th. A shed having been constructed for the protection of conveyances belonging to Subscribers to the Club, the practise of placing palankeens under the verandahs of the house or sleeping rooms, is positively prohibited.

" Books, Periodicals, Pamphlets, or Newspapers, are on no account to be removed from the Reading Room.

" 6th. Any Member who has been or shall be expelled the Club, or whose name has been or shall be erased from the List of Subscribers, shall be re-admissible by Ballot (once only), on payment of a Donation of 350 Rupees, and on the occasion of a party being proposed for re-admission by Ballot, the minute of the General Committee recording the reasons of his expulsion shall be suspended in the Reading Room for general information.

" XI.—1st. No existing rule shall be modified or new rule established, except by a majority of two-thirds of the Members present at a General Meeting of Subscribers.

" 2d. A General Meeting of Subscribers shall be held annually on the first Wednesday in March, for the purpose of receiving from the Committee a Report and Abstract of the accounts and concerns of the Club for the preceding year, together with an estimate of the Receipts and Disbursements for the current year, which report shall be printed for general information.

" At this Meeting, any subject relating to the Club may be discussed, but every resolution to be effective shall be confirmed by the majority of votes at a second General Meeting, to be held 14 days subsequent to the first, and during that time, the proposed resolutions shall be hung up in the Reading Room for the information of Subscribers who may not have attended at the Annual Meeting and may wish to vote at the subsequent one.

" 3d. Extraordinary General Meetings of Subscribers shall be convened by the President of the Committee, or, in his absence, by the Vice-President, at the written requisition of any nine Members of the Club, giving 14 days notice. The requisition must state the subject to be laid before such General Meeting of the Subscribers, and must be hung up in the Club House, signed by the appellant

Members, for the above-mentioned 14 days, and no subject shall be discussed at such Meetings save that specified in the written requisition. The decision of such Meeting does not require confirmation by a second meeting.

"XII.—1st. The Club House shall be open for the reception of Members at 6 o'clock in the morning, and closed at 12 o'clock at night, after which hour the lights in the Public Room shall be extinguished, and no refreshment shall be furnished, nor any game commenced.

"2d. Accommodation shall be provided in the Club House for Members requiring it, on the following terms, and subject to the following restrictions.

"3d. The charge for the occupation of a bed-room shall be 15 Rupees per mensem, and for broken periods, half Rupee per diem, subject to such modification of these rates as the Sub-Committee may deem proper, liable to revision by the General Committee.

"4th. Members shall be allowed to occupy bed-rooms for one month; after which the senior occupant above stairs must be prepared to vacate immediately on the application for accommodation by another Member arriving at the Club, but if demand for accommodation is not made, he shall not be required to quit, but he must be prepared to vacate any particular room he may occupy if another Member should require it, the right of selection resting with Members resident less than one month, according as they stand on the list.

"5th. Candidates for accommodation as above are required to send their names to the Steward for enrolment on the list of Candidates, but no name shall be enrolled prior to the date of arrival of the Member at the Presidency, and the claim to a room shall be established from that date only, and no Gentleman, after residing a month at the Club, can leave it, and return while he resides at the Presidency, and put a fresh date of arrival opposite his name; but in the event of a room being vacant, he can occupy it, his name being placed beneath the line, and in case of a fresh applicant requiring it, he must vacate immediately.

"6th. Residents at the Presidency shall not be allowed to occupy bed-rooms to the exclusion of non-resident members.

" 7th. The names of Members residing at the Club House shall be written on a list, with references to the date of arrival, up to the period of one month; after which the name shall be written below the line drawn for that purpose.

" 8th. It is desirable that, as far as practicable, one day should intervene between the occupation of rooms by successive Members, in order to allow the servants to air and thoroughly clean the apartments, and Gentlemen are requested to instruct their servants never to occupy a room without the previous instruction of the Steward.

" XIII.—Besides sleeping apartments, the Club House shall comprise.—

" 1st. Reading and Dining Rooms.

" 2d. Billiard and Card Rooms.

" 3d. A Racket Court.

" XIV.—1st. The bills of the Club are printed, and any defect that may be found with a Dinner, or complaint against the matter of the said bill, is to be written on the back thereof and signed by the Member complaining, which bill and fault will be considered by the Sub-Committee at their next usual meeting, and the result duly communicated by the Secretary.

" 2d. When large private parties are given at the Club House, the butler is authorized to hire for the occasion such few extra servants as may be required, the cost of the same being charged to the party.

" 3d. Meals shall not be served to Members in their private rooms on any pretence whatever, except in cases of severe sickness.

" 4th. A House Dinner shall be prepared every Wednesday evening at half-past 7 o'clock, the board for which shall be withdrawn on the Tuesday evening preceding.

" 5th. The House Dinners are limited to 50 persons, and after that number of names are on the list, the board shall be withdrawn.

" 6th. As lights are only furnished for the public rooms, Members dining in the private rooms will be charged on that account six Annas for the larger dining-rooms, and four Annas for each of the other rooms.

"7th. Except on Wednesday evening, the centre dining-room shall be considered a private room, and shall be available as such to any Member requiring it for a private party. The charges for lights to Members occupying that room shall be five Rupees.

"8th. The Steward is peremptorily prohibited from furnishing meals or other supplies to any Member who may not have settled his account agreeably to para. 1st. of rule X.; he is also prohibited from furnishing supplies of any kind to any Member except for consumption in the Club House.

"XV.—1st. As public servants of every description are attached to the Club, the number of private servants belonging to Members occupying apartments in the Club, shall be restricted to two.

"2d. No servant of the Club shall be reprimanded or in any way punished by the Members. In the event of any fault being found, it is to be stated in writing to the Secretary, who, in communication with the Sub-Committee will take measures for correcting it, and communicate the result for the satisfaction of the Members complaining.

"3d. No member shall give to any servant of the establishment any sum of money or gratuity, upon any pretence whatever, and any servant convicted of having received such money or gratuity shall be forthwith discharged.

"XVI.—No Member shall be allowed to introduce a stranger into the Club House, the Billiard Rooms, Racket Court, or Divan, except to view the buildings, or visit a friend in the room below stairs, or in his own apartments, and none, except a Member or Honorary Member, can be permitted to avail himself of any of the advantages of the establishment.

"XVII.—All breakage or injury to any of the Club property shall be paid for at prime cost by the person committing it.

"XVIII.—No Tent shall be pitched or kept within the Club compound.

"XIX.—No Member shall on any account bring a dog within the precincts of the Club.

"XX.—No Member shall take away from the Club, on any pretence whatever, any Newspaper, Pamphlet, Book, or other article,

the property of the Institution, under the penalty of expulsion by the General Committee.

"XXI.—No smoking (hooka excepted) shall be allowed, except in the Divan.

"XXII.—No Horses or Conveyances shall be picketed or kept within the Club compound.

"XXIII.—1st. No gambling shall be allowed in the Club House, nor in any of the buildings or apartments, public or private, connected therewith.

"2d. No play of any kind shall be allowed on Sundays, under the penalty of expulsion.

"XXIV.—The charge of a rubber of Billiards shall be one Anna, and when the rooms are lighted, two Annas; eight Annas shall be the fine for a love game, ten Pagodas for the first cut of the cloth, five Pagodas for the second, and three Pagodas for every succeeding cut of the cloth.

"XXV.—The following schedule of charges for Breakfast, Tiffin, Dinner, and Supper, &c., and prices of Wines, &c., have been established and are directed to be hung up in each of the rooms of the house for general information, liable to modification, by the Sub-Committee, subject to revision by the General Committee.

CHARGES FOR

	Rs.	As.
Breakfast	1	4
Hot Tiffin	1	8
Cold do.	1	0
House Dinner, on Wednesday	3	0
Plain do.	1	8
Hot Supper	1	8
Cold	1	0
Dessert	0	8
Ham Sandwiches	0	6
Other do.	0	4
Cup of Tea or Coffee	0	3
Biscuits	0	2

"The above charges for Dinners and Tiffins are for the best of every thing that can be procured from the Bazaar, including Pickles, Sauces, and Cheeses. Gentlemen giving parties and wishing to have European luxuries on the table, such as Hams, Tongues, Tart Fruits, Hermetically Sealed Fish, Meats, Vegetables, &c., (a supply of which is always on hand) will be charged with the prime cost of the same in addition to the above charges for Dinners, with the exception of the House Dinner, the charge for which includes every thing.

"CLUB HOUSE, *August 14, 1839.*

There are only two hotels at Madras worthy of being so designated; "Grant's" and "the Clarendon:" the former being close to the sea-beach, in the rear of the supreme court and in the heart of the Black Town; the other being at the outskirts of the latter, and facing the esplanade, on which the fort is situated.

In many of their charges they correspond, but the latter is the cheaper of the two; the following is a scale of them. Board and lodging for a single person, by the month, but not including wines, beer, and spirits, one hundred and twenty rupees. Breakfast, luncheon, and supper, each, one rupee per head; and dinner two, if not contracted for as above: a dinner, with fruit afterwards, is charged two rupees, four annas. Tea or coffee per cup, three annas. Whiskey per bottle, three rupees eight annas; per glass, eight annas. Brandy per bottle, two rupees; per glass, eight annas. Sherry per bottle, two rupees four annas. Beer per bottle, fourteen annas. Beds per night, one and two rupees according to the situation of the rooms. The Hotel-keepers would contract for board and lodging by the day, for five rupees, wines being excepted as before; but this would hardly be found so cheap in the end as paying for what is actually taken. Billiards, three annas per game during the day, and five at night.

It is customary for a stranger to call the morning after his

arrival, and write his name in the visitor's book at Government House, which is under charge of the Aide-de-Camp in waiting. Should the Governor be at the Presidency, he may then have an opportunity of partaking of Lord Elphinstone's munificent hospitality, and judging himself of the refined manners and polite attentions which have so endeared his lordship to the people whom he governs.

To one who has resided for any time in Calcutta, or even casually visited it, Madras must seem very inferior. It wants almost all the advantages of the former place, except its contiguity to the sea, while this even is rendered nugatory by the boiling surf which so invariably lashes its shores, making a transit from land to water, or *vice versa*, always disagreeable, in some measure dangerous, and frequently indeed for days together altogether impracticable, without a risk of human life. This difficulty of access, must always limit the commercial importance of this Presidency.

The sea-shore seems to present very little attraction to the inhabitants of Madras, more particularly to the aristocratical portion of them, since scarcely one of their dwellings is situated thereon, but at three or four miles distance, where not even a glimpse of it can be obtained. It is true that, on coming from the southward, there are some villas on the beach, but these are very few in comparison with those in the interior.

The most striking object from the Roads is the fort, and beyond it is the Black Town, where all business is transacted. The buildings in it which face the sea are not many; the most noticeable, as well on account of size as for other reasons, being the great houses of Arbuthnot and Co.; Hall, Bainbridge and Co.; Parry, Dare, and Co.; and others: then the Supreme Court, and finally the Master Attendant's Office, and the Custom House in conjunction. The last are very extensive ranges, and the entire line looks well from the water.

The Black town is very populous, the streets mostly run at right angles, and parallel with each other; the shops of Europeans and Natives are situated there, and the residences of the Portuguese and Natives, with the bazaars of the latter, occupy nearly the rest of the space.

To the southward of the fort is a conspicuous object from the sea—a glaring white pyramidal tower—approximating in size and appearance to the Martello Towers on the Sussex coast; this was erected for an ice-house, but has not yet been the receptacle of any portion of the article for which it was intended; the Americans, who make so good a market in Calcutta, not having as yet been tempted to land any of their cargoes at Madras, shrewdly suspecting that the speculation would not answer.

The society is much more limited here than at the chief Presidency, and exhibits a degree of apathy, as regards personal comforts, which is by no means apparent among the Bengalees. There is scarcely a drawing-room at Madras, in which there is a punkah hung; that most necessary appendage to every chamber in Bengal, being here deemed unwieldy, and thought to destroy the good effect of the *tout ensemble* of the room. In various other apparently trifling matters may also be perceived a disregard of those luxuries which a denizen of Calcutta looks upon as among the necessities of life. From the smallness of the place, and the slight increase of its inhabitants during many years, the distinctions of society are as rigidly preserved as ever; whereas, in the neighbouring capital, the schoolmaster has been abroad, and many of those artificial bounds which existed ten years ago are no longer tenable. Thus, there is still, at Madras, as wide a gulph separating the privileged classes, (consisting of the covenanted services of the East-India Company and the mercantile aristocracy) from the tradesmen, as there is in England between the Duke of Wellington and the humblest of his employés. Many years ago, when

the inferior part of the mercantile community consisted of ship-stewards, cuddy-servants and others, who found their way to India, in various unmentionable ways, such distinctions might have been necessary; but at the present day, when men of education devote themselves to similar pursuits, and are at the same time of good birth, and possessing large capital, it is obvious that the line should be greatly relaxed.

The fashionable drive at Madras is called the South Beach, and corresponds with the course and esplanade of Calcutta, and the Hyde Park ring of London. It is a strip of road on the sea-shore, immediately to the south of the fort, and about a quarter of a mile in length. Many of the other drives in the vicinity of Madras are very interesting, while the roads are superb. The Mount Road especially, deserves mention; it is shaded on each side by trees of various descriptions and of most luxuriant foliage, presenting a continued succession of villas for the six miles to which its length extends; most of them being large, many chaste and elegant, and all in the centre of their own grounds.

The Mount Road is so named from its leading to the artillery station of St. Thomas's Mount, which is a well wooded, and apparently very delightful place. Near it is the race-course, which has a circuit of one mile and a half; but, to judge from its present appearance, it must be badly kept; the stand is large and convenient, and other appliances relative to the sport seem appropriate enough.

On the Madras side of the race-course is an immense stone bridge, of many arches, over a wide and very extensive ravine, filled with water during the rainy season. At other times, a shallow stream winds through its centre, while on its banks are always collected hundreds of dobbies (washer-men), with numerous tents containing the families of this useful class of people. It is peculiarly characteristic of the exclusive and lordly pretensions of Europeans in India, that their own vehicles alone are permitted to traverse this bridge;

the bullock hackeries of the natives being compelled to descend on one side, and after wading through the water, ascend the somewhat precipitous bank on the other.

The tappal (or post) is conveyed by men, in the same way as the dawk of Bengal; attached to one end of the staff, (at the other of which are the letter-bags), are many pieces of rattling iron, as well to intimate their approach, and keep people out of their way, as to alarm wild beasts when they have occasion to pass through jungles.

The equipages, whether European or otherwise, are of the most beggarly description that can be conceived; indeed there is scarcely one handsome turn-out throughout Madras. Some of the horses are respectable, yet being principally Arabs, and of small stature, they show off but poorly in comparison with the noble-sized animals of England. The natives chiefly make use of bullocks, which, when urged, will continue their progress for some time at a tolerable pace; their carriages are of all descriptions, from the simple hearse-like palankeen on wheels, to the large padded seat conveyance, with a conical canopy and curtains, upon which two or three persons may repose after the fashion of Hindoos. The bullocks are a most hard-working race; there are few occasions where labor is requisite in which they are not most eminently useful; they are much smaller than the English breed, and their horns are very peculiar,—large, straight, and long,—not twisted like them,—but falling back, and converging to a point. Buffaloes are also very common as beasts of burden, and their horns, as well as those of the oxen, form important articles of exportation to England. Much of the cheese and butter consumed in Madras is made from the milk of the buffalo by those not able to afford the more expensive condiments. The camel is constantly seen, and is employed for the purpose of conveying despatches where the distance would be too great for a man to travel without stopping, as well as for many other purposes. The

extraordinary powers of endurance of this animal are by no means exaggerated.

The natives have most of the characteristics of their brethren of Bengal; in colour they are, however, much blacker, especially those of low caste, and are by no means so good-looking; they are like them, nevertheless, patient, peaceable, and easily contented. Their language is the Malabar, Tamil, or Telinga; but as Europeans seldom give themselves the trouble to study these tongues, it follows as a necessary consequence that every native, coming in contact with them, must have a smattering of English, and hence dishonesty and extortion are far from being rare among the class in question. It is no less apparent in India than on the continent of Europe where a prodigal Englishman has been residing or visiting, by the exhibition of the discontent which results from paying servants and others properly, in contradistinction to his miscalled liberality. This is an evil which can only be remedied by every person henceforward firmly adhering to the just rules, which may be easily ascertained, and thus doing away with the annoyance resulting from a contrary practice.

Fewer servants are required in Madras, than in Calcutta, in consequence of there being fewer castes. Here, one man will attend the toilet, wait at table, and do other things which would require three or four in Bengal, rendering it much less expensive to live in one place than in the other.

Palankeens are not numerous, and are more commonly made use of by natives, such as dubashes, or agents, than by Europeans; this may be accounted for by the distance from one place to another, rendering such a mode of travelling somewhat irksome. The bearers are a finer set of men than those in Calcutta; but, to judge from their pitiful cries, they are far less capable of going through much work; and a humane stranger would be tempted rather to get out and walk in the sun, than inflict such apparent misery upon his

fellow creatures. Yet these doleful lamentations are merely customary, and such an exhibition of feeling, should it perchance be shown, would not be appreciated. A set of bearers more frequently consists of six men than of four; that number is also constantly seen carrying the vehicle, three at each end, which is very rarely the case in Bengal and Bombay.

Exposure to the sun is less dreaded at Madras than in other parts of India, European ladies being carried about at noon in their open tonjohns, and gentlemen riding on horseback at the same hour; there is also less protection to the houses in the form of porticoes and verandahs, so that, upon alighting from one's carriage, it is next to impossible not to be exposed to the burning sun for some seconds.

Government-house is situated at the head of the Mount Road; it has no claim to the distinction which is conferred upon it, as the residence for the chief person at the presidency, more than one private house in Madras affording superior accommodations to it: there is not indeed within its walls a room large enough to contain all the eligibles on a public night, and a massive building has therefore been erected within the gardens, but at least a hundred yards from the house, having more the appearance of a church than of a festive hall, called the banqueting room, in which all the large balls are held. But, notwithstanding its unfitness in some respects, it contains many suites of handsome rooms; the grand dining-room is simply a verandah extending over the noble portico at the entrance, the centre being floored with shining oak, similar to that frequently found in continental palaces; and some caution is requisite to prevent a party unaccustomed to it from slipping; massive pillars divide this from a walk on each side, beyond either of which the grounds are visible. The drawing-rooms, card-rooms, and others, would be deemed excellent for a private gentleman, but for a governor the case is different; with regard to furniture, it is well known that those rooms in India pos-

sessing the least, are by far the most comfortable, permitting a free circulation of air and allowing no space for the harbouring of noxious insects. In this respect Government-house is perfectly *comme il faut*. Its large looking-glasses are most worthy of remark, but are only recent additions, having, not long ago, been purchased at a sale. The garden, or rather park, attached to the house is very extensive, extending to the sea-shore, where there is another smaller residence appropriated to the governor, called the Marine Villa.

Madras is extremely well irrigated. Streams of water which, though shallow, are broad as rivers, run through it in all directions; most of them communicate with the sea, and they can be filled or emptied at pleasure; the bridges are consequently very numerous. There are also many large tanks, but in the dry season they contain very little water.

Between Government-house and the fort, is an island formed by the streams just mentioned, with the main road to the country running through it, which is a very fine one. In the centre is a splendid equestrian statue lately erected in memory of the late Sir Thomas Munro who died while governor of the Presidency, deservedly esteemed and universally lamented. The statue is by Chantrey.

Women are employed, indiscriminately with men, as coolies or laborers; and if a dozen are sent for, whether to remove furniture or otherwise, the chances are, that at least three or four will be women; indeed, as bearers of grass from the country for horses, the gentler sex far preponderate in numbers. Everything, however large or small be the load, is borne on the head; a portmanteau, for instance, which an English porter would deem but half a burden, here requires two men, who thus carry it between them; their pay is very trifling, rarely more than four annas, or sixpence, per diem, to each person.

The fort is extensive and well defended, one portion, by its proximity to the sea, being rendered almost impregnable by the heavy surf effectually preventing a landing. It is, however, open to the complaint which has been strongly and justly urged against that of Calcutta, viz. that it is too large to be properly manned in case of an attack from a powerful enemy; the garrison required for its due defence, being by far too numerous for the limited resources of the country. Within its walls, is the post office, besides barracks, hospitals, magazines, and every appertenance of war. The governor's house is spacious, and opposite to it is a handsome marble statue of the Marquess Cornwallis. The church is large and well adapted for its purposes; but externally is sadly in want of repairs. Not only in this instance, but in many others, great apparent neglect of the exterior of buildings is evinced, none of that neatness so prevalent in Calcutta being here exhibited.

The southern exit from the fort leads to the fashionable Beach drive, at the head of which is an oval enclosure, consisting of a lawn and gravel walks, in the centre of which the band plays for about three quarters of an hour every Monday, Thursday, and Saturday evenings. The Governor has a band of his own, which is a very good one, and of course, has plenty of employment.

Of the cause of the surf, the great bane of Madras, it is difficult to form a correct opinion. It would almost seem from the three or four successive heavy waves, each nearly six feet high, and containing many tons of water, that in its flow from the ocean to the shore it met with an equal number of acclivities or banks, thereby rendering the waves (in other places so regular, though exposed to almost the same width of ocean,) so furious and overwhelming here. A strong current is always flowing according to the wind; if the latter be from the south, of course to the north, and *vice versa*. It is at some peculiar seasons of these currents

that the navigation is most dangerous ; when the surfs follow each other at regular intervals, the skill of the boatmen acts as a counterpoise to the difficulty : but when they succeed each other very quickly, and without regularity, their task is a most arduous one, and it is then that the surf flag is invariably hoisted. Boats are often upset, and it sometimes happens that all on board are obliged to leave them and take to the water, or their lives would be in danger, in consequence of the crashing of the frail planks, and the fragments flying in all directions. In that case, the natives, who are capital swimmers, do not make for the shore but when necessity compels ; if a heavy surf approaches, they dive until it has passed innocuously over them ; whereas were they to continue swimming towards the land, the immense force of the coming wave would infallibly drive them to the bottom, and by keeping them there for a time, deprive them of all strength for further efforts.

The masulah is the only description of boat used ; it is large and clumsy, but admirably adapted for its intended purpose, stem and stern being pointed alike, both high out of the water, the planks not riveted together, but fastened merely by country ropes, and well pitched, thus making the whole pliant in the extreme, and yielding in all directions according to the striking of the surf: a stiff English boat would have its bottom or sides stove in by one half of the concussions which they hourly bear unharmed. They are manned by ten or a dozen men, who keep time with their paddles, and chaunt some savage song, their noise being literally deafening when the difficulties of the passage commence. The steersman has simply his oar to direct the course of the boat, and he is as often at its head as its stern, his grand object being to keep the broadside from the surf, lest she should be swamped. The distance from the shore to the anchorage varies from half a mile to one mile and a half, and the cost of a boat to the nearest point is one rupee

and three annas for a cargo boat, or four rupees for one devoted to passengers; the latter go by the name of accommodation boats, each having a portion at one end somewhat elevated, with seats, and an awning to afford protection from the sun, and the spray. The rowers sit on planks raised five feet from the bottom of the boat which has almost always abundance of water in it, making it wonderful how its cargo can be landed undamaged, for the heath with which it is thickly covered must soon be saturated.

Their management is vested in the Master Attendant, Captain Biden, than whom it would be difficult to find an individual more fitted for his various duties, requiring, as many of them do, the skill and experience of the sailor, combined with the consideration and urbanity of the gentleman. The latter qualities are especially called for when, as is frequently the case, it may be his disagreeable task to withhold his permission for a boat to leave the shore though on the most urgent requisitions of an individual to do so. It is for him to judge and decide whether the occasion be so pressing as to demand the risk of loss of life, for though the surf may appear to the stranger harmless, it is too often known by the experienced to be imminently dangerous. When it is in any way perilous to risk this communication, a particular flag is hoisted on the staff opposite the Custom House, intimating as much, and none accordingly is allowed to take place. Very often, however (unless decidedly interdicted by the Master Attendant, in consequence of the imminent peril alluded to), a boat's crew may be found to undertake the transit, upon receiving a corresponding reward. On these occasions, a couple of Catamarans, with their occupants, are generally in attendance, one on each side, ostensibly for the purpose of picking up the passengers in the event of the boat capsizing, and so saving them from the voracious sharks which abound even close to the shore, and through whom scarcely a month elapses without some

accident. It need hardly be remarked, that these guardian angels look for a gratuity.

A stranger will scarcely reach Madras without experiencing the ill effects of the surf, few being so fortunate as to land without a sprinkling. Its evil influence sometimes lasts for many days in succession, thereby causing great inconvenience and expense to shipowners and merchants by the delay that of necessity takes place before they can land their cargoes. Such is the dread of it entertained by residents at Madras, that many have been years without once crossing it, though the sea beyond offers such inducements for a delightful sail.

Another mode of communicating with shipping, is by the Catamaran already described.

A recent number of the *Madras Journal of Science* states: "According to Mr. Taylor, astronomer at Madras, from an average of forty years, the north-east monsoon sets in on the 19th of October, being very rarely so much as ten days earlier or later; although the north-east wind blows till the middle of February, its effect seldom extends beyond the 10th of December. Along with the wind a current sets in along shore, increasing in the course of the day and decreasing at night. It reaches its maximum velocity on the 1st of November, running then three miles per hour; and from this time it decreases till the 10th of December, when it averages about one mile per hour. During this interval the sea, on a squally day, rises two feet and a half above, and sinks two feet and a half below, its mean level; and in the case of a gale of wind, it may possibly reach to double this amount. At new and full moon, the amount of tide is two feet ten inches, and at the quarters one foot nine inches. High water occurs 4h. 26m. before the moon culminates. The mean height of the thermometer at Madras is $81^{\circ} 7'$, and that of the barometer 29.964. The greatest quantity of rain 48.75 inches.

The hire of a palankeen, with four bearers, is two rupees per day, or with six men, two and a quarter; for a horse and bandy (chaise), five and a quarter, or for a shorter period, three and a half rupees. A personal servant, for a short time, expects at the rate of eight annas per day. Washing costs four rupees per 100 pieces. Besides rupees and annas, there are other denominations for the currency on this side of India, viz., the pagoda and the fanam; the former is equivalent to three rupees and a half, and of the latter twelve go to the rupee. No more sovereigns should be changed at Madras than is positively requisite, as they command a much better price at Calcutta.

Madras does not boast of many beautiful monuments. In the Cathedral, the best is, one to Bishop Heber, in the act of confirming two native converts, executed by Chantrey. On the Mount Road, beyond the Cathedral, there is a cenotaph to the Marquess Cornwallis, and in the Fort, a statue of the same nobleman, while on the road, between Government House and the Black Town, is another very beautiful statue of Sir Thomas Munro, which has been already alluded to.

A passage from Madras to Calcutta may be obtained for about three hundred rupees: some persons prefer to avail themselves of opportunities for proceeding onwards immediately, rather than remain at Madras during the ship's detention; this course is not advisable for young men, although in the case of officers who are high in the service, and who, by arriving at their destination earlier, may be entitled to a few days extra pay, it is different.

Poonamalee, distant about twelve miles from Madras, is the military station or depôt to which all British troops are sent upon first landing; the country between it and Madras possesses considerable interest.

No more need be said of this Presidency; the stranger, under the guidance of his friends, will soon be one no longer,

and should the interior be his destination, they will advise and direct him what his purchases should consist of, and where they should be made.

C.

CALCUTTA.

Next to the anxiety felt by a passenger after a long voyage,—during which no ports have been touched at, nor any land seen, but that which the novice can hardly be made to believe is more than a bank of clouds on the horizon,—to see the first glimpse of the coast in the neighbourhood of his destination, is that of the voyager to Calcutta to catch a view of the brig from which he is to receive the pilot, who is to conduct the ship safely through the intricacies of the sands extending round the entrance of the Hooghly river. Such anxiety is participated in to an equal if not greater degree by her commander, who recollects too many instances of noble vessels, gallant crews, and sanguine passengers, after escaping the dangers of the tempestuous ocean, engulfed within the space embraced by the telescope through which he is so intently gazing, not to be desirous that his responsibility should now devolve upon a more experienced person. And yet, alas! it has occurred, (and the Author has melancholy personal cognizance of the fact,) that experience such as that so much desired in the case before us, is at times unavailing to save either its possessor or the barque under his control.

But—the pilot is at length on board, and those who are paying their first visit to the sunny East are feasting their curiosity upon the Lascars until they are hidden in the brig alongside; while others, to whom those men are no novelties, surround the pilot and his leadsman, gleaning from them every scrap of European and Indian news, they possess, and by very natural questions, frequently putting them to a non-plus, since they may have themselves been cruising at the Sandheads for a month or six weeks without having had any communication with the seat of Government, though the direct distance is not much above 120 miles.

The lower floating light and buoy; the Reef and the Spit buoys: the upper floating light; the lower buoy of the Gaspar; the Upper Middle Ground buoy; the upper buoy of the Gaspar, and middle point Light House, are, in due succession, safely passed, and the good ship's anchor once more released, brings her up for the night in Sungor Roads, formerly the resort of all the Company's large ships, but now-a-days comparatively deserted.

Here will again be found for the uninitiated fresh cause for wonderment. But a few hundred yards distance he will behold the island from which the roads take their name; the favorite resort of ferocious tigers, which have hitherto only greeted his sight, (and then, probably, causing him involuntary terror,) securely caged and barred. He then turns his eyes to the fishing boats which have by this time come alongside, and, perhaps, contrasts their lightness and signs of swiftness, with the ponderous, but not less rapid anchor-boat preparing to attach herself to the vessel's stern. The inmates of the former will again arrest his gaze, and he looks with some disgust upon the apparently naked savages, among whom he is told his fate it is henceforth to dwell—a feeling which a week subsequently he will scarcely believe he could ever have indulged.

By this time the post-boat has arrived, the leathern re-

ceptacle is handed up, opened, and its contents distributed—he himself has letters which have long been waiting his arrival, from friends whom previous advices have led to expect him; they bid him heartily welcome, impart to him various interesting items of intelligence, recommend him not to leave the ship until her arrival off town, and, should such be the season, advise him to partake but very sparingly of the many tempting fruits which fill the boats beneath him. Should, however, those letters not contain the last two heads of advice, the reader would do well to receive and follow it.

In times bygone, when Indian steam was in its infancy, vessels were days, and sometimes weeks, in performing the voyage from Saugor to Calcutta; it was then natural for passengers to avail themselves of bholeos, dingheys, or even uncovered fishing-boats, to transport them from scenes with which they were satiated, to others invested with the charms of novelty and anticipated enjoyment. Yet these most natural desires, exposing their indulgers to the baneful effects of the noonday sun and midnight dews, have too often laid the foundation of fevers, requiring a return to England to dissipate, and still more frequently produced untimely death. The necessity for such exposure now no longer exists, commanders and shipowners knowing well that it is for their own interest to engage, as speedily as possible, one of the many steam tugs plying in the Hooghly, and not one passenger-ship in ten but does so. Should there even be a delay of a day or two in procuring one, the passenger is still recommended to remain by the vessel, as his ultimate arrival cannot even then be delayed more than a few hours beyond what it would be in a boat.

With reference to the second part of the foregoing advice, it need only be stated, that a sudden and too free indulgence in the fruits which a new comer will see around him, have been frequently known to produce serious illness, and some-

times the deadly cholera; but this is a subject which will be enlarged upon in a subsequent chapter.

Once more, however, the anchor is apeak, and the ship successively passes by Cowkolly Lighthouse, Kedgerree,* Mud-point, Kulpee, Diamond-harbour,† the Roopnarian river opposite the Hooghly Semaphore, the ruins of Fort Mornington at the conflux, the Dahmoodah river on the left, Fultah,‡ Moyapore,§ Fort Gloster,|| Budge Budge, Akra;¶ until the stranger becomes, in a measure, bewildered by the numerous elegant villas of Garden Reach on his right hand, with the Botanical Gardens and Bishop's College on the left, and is not sorry to find himself, after passing the fort, at anchor in face of the Esplanade; where, should it be sunset, he will behold hundreds of carriages and horses, with their several owners, employed in their evening task of "eating the air,"** seeing and being seen.

The distance from head-quarters has hitherto protected the vessel from the incursions of the horde of adventurers alluded to in the last article; but here the scene once more is acted, and if possible in greater variety. No surf like that at Madras now prevents friends from coming to look after those they expect, while the passengers possessed of none

* The last post-office station seaward.

† Beyond which, no ship of so large a burthen as one thousand tons passed previously to the introduction of steam, in consequence of the dreaded and fatal James and Mary Sands just above it.

‡ The site of a former large hotel, for want of patronage long since abandoned.

§ Where are bomb-proof powder magazines, and beyond which it is against the rules of the port to carry any superfluous stock of gunpowder, it being handed over again on the vessel's re-passing for her homeward voyage.

|| Where is a very extensive rum distillery.

¶ The site of a large farm conducted on English principles.

** The literal translation of the native expression.

your object, at first, will be to take a temporary abode, it is preferable to go to an hotel; for here, they are better furnished with every essential information that can be useful, it being, in fact, a part of the proprietor's business to act as a living directory.

CLUB HOUSE.—The house that ranks first in Calcutta, is the 'Bengal Club House': here gentlemen may become members by subscribing 100 Rs. per annum, which will entitle them to mingle with the first society, to have access to the house, for the purposes of boarding and lodging, as also to the reading and billiard rooms. Dinners, &c., are provided, the gentlemen paying for the same as under:—

Breakfast	1 Rupee.
Tiffin	1½ ditto.
Dinner	3 ditto.
Bed, for one night	1 ditto.

Exceeding 3 nights, or per week, or for every week, 4 ditto.

No gentlemen but members eligible according to the rules of the Club, are admitted into the house.

There are several respectable private and public Boarding and Lodging Houses, terms of which differ according to the accommodation they afford.

Before you leave the ship, take care that your cabin is secured against any attempt to rob you: in fact, this step should be taken as soon as you arrive: for, as you will see, the vessel is crowded between decks with natives of every description; and, as much confusion necessarily prevails at this time, opportunities are taken to secrete whatever may be found loose in the cabin, if open. We have even known the sailors of the vessel convicted of pilfering on such occasions.

CHARGES.—As labor in this country is very cheap, owing principally to the small pittance that satisfies a native's wants, you must ever bear in mind, that the charges for boat and palanquin hire are regulated by a standard, which amply rewards the men engaged in conducting those indispensable inconveniences; you will, therefore, by referring to the annexed tables, ascertain whether your khitmutgar (whom you may trust with as much, at one time, as will cover one month's wages) has made a proper

charge in his bills; I say bills, for it is better that he defray all petty travelling expenses, &c.

VAILES.—Should the *khitmutgar* mention the word *batta* or *dus-toory*, which means custom, (*vails*), you will understand by it, a rate of one pice taken by all money-changers, out of every rupee that is changed. This practice (however impolitic and nefarious it may appear, and no doubt is) has existed for many years, and in the absence of small silver coin, is absolutely necessary, particularly where the value of something less than a rupee is required; but since Government have established several money-changers in different parts of the town, all the money-changers give exactly 64 pice or 16 annas for a rupee.

MONEY TABLE.			
4 pice	}	make	one anna.
16 annas			one rupee.
16 rupees			one gold mohur.

There is a smaller imaginary pie, but this, as well as the anna piece, is nominal; the anna, in the way of business, being only used to express so many pice by another term. We have noticed such currency as will best answer your purpose.

WASHING.—It is not unusual for new comers to require clean linen immediately, or as soon after their arrival as possible, and in order to obtain it, they will risk their property in the hands of any body who professes to be a washerman. The danger is too apparent to require any comment; and to avoid it, you should ascertain, who 'washes for the ship,' or the captain, and have your clothes delivered to the washerman who does; and upon the linen being returned, pay for it at the rate of two rupees and a half, or three rupees, for every hundred pieces, taking care that your own things are returned to you, particularly the towels, which being of English manufacture, are in great demand, and are frequently kept in exchange for an inferior country article. The circumstance of *Dhobees* letting out linen for a trifling sum, is notorious, and there are individuals, who, having no wardrobe of their own, obtain a fresh supply, whenever they require it, by such means.

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will experience less trouble than those who are bound to the sister presidencies, for the hotels in Calcutta are first-rate, and a residence in them is not disdained by the magnates of the land. The principal are Spence's and Benton's. To the proprietor of the former is due the credit of originating these useful establishments on a thoroughly respectable scale, and it is so extensive that neither families nor individuals run much risk of being disappointed of accommodation therein at any time. Gentlemen are provided with a bed-room, and board in the coffee-room, at the rate of one hundred rupees per mensem, not including wines and beer, which are charged one rupee each bottle, and other liquids in the same proportion. Families may rent suites of rooms and have separate board and attendance, paying according to the rooms they require, and their style of living.

Spence's has the advantage of being situated in a most central spot, as it is not the journey of more than a few minutes from the Cathedral, the Scotch Church, Government House, the Treasury and other public offices, the River, the Post-office, the Auctions, the elegant Picture Gallery, Library, and Army Agency-rooms of Thacker and Co., the splendid jewellery establishment of Hamilton and Co., the newspaper offices, and indeed many other places well worthy of inspection.

It would be impossible to conclude this chapter better than by giving the following extracts from a "Stranger's Guide," published by Mr. Mendes, of Calcutta, and which comprises the latest information that can be procured on the subject.

SERVANTS.—Of this class of men, the only two that you, as a gentleman, will require, are a *khitmutgar* and the employé of the hotel upon which you may fix to take up your quarters. The *khitmutgar* cannot well be dispensed with, as you have nobody to take charge of your baggage; besides, you will find him indispensably necessary at the hotel; however, we do not urge him upon you, unless you can get one recommended by the ship's husband, who is

the only person whose security would avail you in case of getting a bad character. As you cannot understand the language colloquially, you will, by this means, be enabled to get a servant who speaks English. We wish you could avoid having one who does, for such bear very indifferent characters:—it being proverbial in Calcutta, that the native servant, who speaks English, is a rogue: however, there is no alternative—of two evils you must choose the lesser—either suffer the inconvenience of being dunned every moment without the means of self-defence, or sacrifice a few more rupees: the latter of the two is, in the end, the better. Mind you make no mistake as to the person of the ship's husband, for there are always individuals wary enough to represent him to serve their friends; and place little or no dependence upon the written characters presented to you by the natives, unless the individual be recommended as we point out, or you can recognize the genuine signature of a particular friend at the foot of the document. These papers, which are not only often transferred, but very frequently false, or copies, cannot be trusted.

Hotels, &c.—Your next object is to fix upon an hotel, if you have no *particular* introduction to some resident in Calcutta. You may, very probably, have letters of introduction; but unless they be *strong*, keep them in your desk or trunk. However indifferent they may be, they have their advantages; for, after delivering them, you may occasionally 'drop in;' but beyond this, on your arrival, they will afford you no other reception than, 'Glad to see you'—'All friends well?' &c., &c.; and upon taking leave, 'happy if you will call in now and then.' With such a prospect before you, you will be disposed to fix upon one of the hotels or board and lodging houses *before you leave the vessel*, taking care to see your baggage safe in the boat, and the employé ready to accompany you.

The hotels are conducted as near upon the English plan as they can be, and from what we can learn, general satisfaction is expressed at the attention and comfort gentlemen meet with during their stay. The board and lodging-houses are replete with the same advantages, and offer, as permanent residences, more local and useful resources of valuable knowledge to the stranger: but as

your object, at first, will be to take a temporary abode, it is preferable to go to an hotel; for here, they are better furnished with every essential information that can be useful, it being, in fact, a part of the proprietor's business to act as a living directory.

CLUB HOUSE.—The house that ranks first in Calcutta, is the 'Bengal Club House': here gentlemen may become members by subscribing 100 Rs. per annum, which will entitle them to mingle with the first society, to have access to the house, for the purposes of boarding and lodging, as also to the reading and billiard rooms. Dinners, &c., are provided, the gentlemen paying for the same as under:—

Breakfast	1 Rupee.
Tiffin	1½ ditto.
Dinner	3 ditto.
Bed, for one night	1 ditto.

Exceeding 3 nights, or per week, or for every week, 4 ditto.

No gentlemen but members eligible according to the rules of the Club, are admitted into the house.

There are several respectable private and public Boarding and Lodging Houses, terms of which differ according to the accommodation they afford.

Before you leave the ship, take care that your cabin is secured against any attempt to rob you: in fact, this step should be taken as soon as you arrive: for, as you will see, the vessel is crowded between decks with natives of every description; and, as much confusion necessarily prevails at this time, opportunities are taken to secrete whatever may be found loose in the cabin, if open. We have even known the sailors of the vessel convicted of pilfering on such occasions.

CHARGES.—As labor in this country is very cheap, owing principally to the small pittance that satisfies a native's wants, you must ever bear in mind, that the charges for boat and palanquin hire are regulated by a standard, which amply rewards the men engaged in conducting those indispensable inconveniences; you will, therefore, by referring to the annexed tables, ascertain whether your khitmutgar (whom you may trust with as much, at one time, as will cover one month's wages) has made a proper

charge in his bills; I say bills, for it is better that he defray all petty travelling expenses, &c.

VAILS.—Should the *khitmutgar* mention the word *batta* or *dus-toory*, which means custom, (*vails*,) you will understand by it, a rate of one pice taken by all money-changers, out of every rupee that is changed. This practice (however impolitic and nefarious it may appear, and no doubt is) has existed for many years, and in the absence of small silver coin, is absolutely necessary, particularly where the value of something less than a rupee is required; but since Government have established several money-changers in different parts of the town, all the money-changers give exactly 64 pice or 16 annas for a rupee.

MONEY TABLE.			
4 pice	}	make	one anna.
16 annas			one rupee.
16 rupees			one gold mohur.

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Of course, no exact sum can be given as a general guide for the charges, for these will wholly depend upon the number of packages; but by calculating a single boat at 4 or 8 annas, each porter at 3 pice, or a cart from 4 to 6 annas (according to distance), and half a rupee (at most, one rupee) to the sircar for his trouble, you have a near estimate of the expenses upon landing your baggage.

CORN.—You will also find many natives inquiring for English gold coin—sovereigns in particular. Should you have any, defer obtaining their equivalent in rupees, until you can ascertain the market price of them, and then take them either to one of the agency houses or to an European money-changer.

HORSES, &c.—There are few gentlemen in this country without a horse and buggy; hence you will, no doubt, have to purchase one; or should you even require a better equipage, you can be suited equally as well by attending to what follows. It is not unusual for gentlemen to supply themselves with the above, by applying to a horse-dealer for a horse, and to the coachmaker for a buggy. This is certainly the most expensive way, but the surest for getting warranted articles, and in the end, no doubt, the cheapest; but, as the prices so paid are too heavy for the majority of persons newly arrived, we recommend you to try what can be done elsewhere.

As a temporary conveyance, you may get a palanquin and bearers. By purchasing a palanquin for about 50 rupees, and hiring bearers by the month, at the rate of 4 rupees each bearer, and an extra rupee for the head bearer, or 21 rupees per month, you may command them at pleasure; and for the purpose of going short distances, they will answer equally as well as a horse and buggy; besides, you have the advantage of making the bearers useful in the house, and in carrying letters.

Many gentlemen prefer hiring a horse and buggy by the month and days. This is done by applying to a livery-stable-keeper, who, for a certain sum, will let you have the use of a buggy and horse daily. At stipulated rates, you may have the same for a single day, to go any distance out of town. As the charges of the different houses in Calcutta are various, we can only give a guess at the average sum, say :—

Buggy and horse to Barrackpore, or a two-stage distance,	Rs.
per day	13
A buggy and horse, per month	150
A horse and harness, per ditto	100
A buggy and horse, per day	8
A horse and harness, per ditto	5
A single-seated carriage and pair, per month	250
A ditto, per day	16
A double-seated carriage and pair, per month	300
A ditto, per day	20
A saddle horse, per month	100
A ditto, per day	5

PURCHASES.—The places or means of purchasing either horses, buggies, palanquins, furniture, and almost every other article, are at auctions, public sales of household property, or by private bargain.

The property of every description that is daily sold at auctions is extraordinary, considering that every street and lane is studded with shops. The comparative cheapness of things, is a great inducement to purchase; and every new comer will find it to his interest either to give the firm a commission, send a sircar, or attend himself to buy what he wants. The property is various in point of character and value, and as respects furniture, generally inferior to that at a sale of household property. For these sales and private bargains we refer you to the catalogues and advertisers, which are distributed gratis, daily.

We cannot decidedly speak of any further mischief at these auction-rooms, than what is generally found to prevail everywhere: that is, that persons who send articles to be sold will bid against you, or the auctioneer will run the price up and continue doing so; until he gets the value fixed upon the goods to be sold. Two things, however, we must notice, which are practised to some extent by the natives: viz. doing up old buggies and palanquins, as well as concocting various spurious pastes and liquids for sale at auction, and describing the floor mats several feet more than they actually are.

When you wish to purchase a horse, if for draught, take care

not to buy one at auction, if in a buggy, unless you can learn by the catalogue, or otherwise, that it belongs to a gentleman who would not drive an inferior animal. See whether he is warranted, and take care, if you have any doubt of his soundness, &c., as represented, that you ascertain if the warranty is good, and the animal corresponds with it, by having him examined by a veterinary surgeon, before the expiration of the twenty-four hours, which are allowed you. Should you wish to purchase at the Company's sale of stud-bred horses, you may very probably suit yourself; but the horse must be broken in; there are persons in Calcutta, who, for the sum of two gold-mohurs, will do this for you. You will no doubt find at such sales (which take place at the auction) some very good and cheap cattle. The purchaser does not often regret his bargain.

As to buggies, the chief objects are the wheels, axles, and the makers. These should be attended to; and if the article be either London-built, or from Steuart's, Dykes', or Harrowell's yards, you may purchase without risk, always allowing for the state of the article at the time.

BANYANS.—Hitherto we have presumed to be speaking to those who act for themselves; but as it too frequently happens that persons recently arrived are so situated as to render the assistance of a banyan, or a money usurer, absolutely necessary, we must caution all strangers to beware of these agents, and we decidedly give our veto against employing them upon any account, provided they can be dispensed with. Rather, we would say, live upon your means for a time, and before embarking in any thing, see that the agent you employ will lend you to the amount you require. Settle the interest, and the time of payment; and to prevent any misunderstanding, have an agreement drawn out upon stamped paper, with a penalty attached, to be forfeited in case of either party failing to comply with its articles. The banyan may object to this, as it is natural to expect he will; however, whether he be disposed to assist you or not, his compliance or refusal to the proposition will decide. Such a precaution may appear superfluous and ridiculous; granted that it does, when proposed to a native, whose sole object is to set aside all control

over his own actions in money matters; still, there are thousands of individuals to whom such a piece of advice would have been invaluable; and, however impracticable it may appear, the time will no doubt come when it must of necessity be adopted.

Should you employ one of the numerous class of natives called 'Banyans,' endeavour to obtain in cash what advance you require, and immediately set about furnishing your house in the way we have mentioned; that is, by either attending the auctions and sales yourself, or by giving the auctioneer such commissions as you require to have executed. You may employ your sircar, should you, as is reasonable to expect you might, not feel disposed to attend personally. This much you can do: obtain a catalogue, and a day or a few hours before the sale, look at the property and mark off what you want; and if you can fix a price to such articles as you require, do so, as a limit to the person you may employ. If the banyan decline letting you have the money, it is evident he wishes to practise upon you the same system he has adopted with others; that is to become the purchaser of every article you require, and charge you at least one hundred per cent more than he actually paid. His plan is, to buy at the auctions or in the bazaar, then destroy the bills and make out new ones at additional exorbitant prices. As the signature of a fictitious tradesman is affixed to each new bill, and all that is required of the stranger is to write the words "Pay A. B." at the foot, he is blinded; and the banyan, by this means, gets not only interest, at the rate of twelve per cent. per annum for his advances, but about cent. per cent. upon every article with which your house is furnished; and should you not have the management of your own affairs, he will invariably compel you to employ one of his own minions, who will act as clerk, and watch over your concerns with the eye of an eagle, and woe be to you if you are not prosperous; for the moment you begin to fail, your advances will cease, and every thing will be done to ruin you; or, in other words, he will either urge you to take further advances at increased interest; or so annoy you as to place your property in jeopardy, and ultimately obtain a sale of it at an enormous sacrifice, and at which he will become the principal purchaser, get a further profit, with stock sufficient to supply the next

unfortunate being who applies to him. This is a practical specimen of some of the "doings" of Calcutta, and it is only by binding your agent or banyan down to the wholesome form of an agreement, "signed, sealed, and delivered," that you will be able to keep your head above water; for, when one of the tribe has the exclusive control of your pecuniary affairs, it necessarily follows, that when you think yourself worth some thousands, an unexpected reverse in your affairs will not only deprive you of your fancied riches, but plunge you into irretrievable debt and misery; for your thousands will dwindle into hundreds, to meet the payment of tens of thousands. The evil does not rest here; it might sometimes happen that a little assistance would retrieve your affairs and restore you; but you may look around you in vain for relief from those who like leeches have been sucking your heart's blood.

These remarks may appear to apply exclusively to the man of business; they do not; for there is no individual who comes to India, who will not find it to be his interest to lay them down, and apply them as golden rules in his own individual case.

A nefarious means of deceiving the stranger is by encouraging extravagance; this has been a blindfold and a stumbling-block to thousands. With a view to involve you, many other resources are always at hand, and the least is not that of the enticing wiles of the fair sex. In short, as the banyan has the appointing of all your servants, he invariably supplies you with such as are well trained; and however diffident and modest your *matrany* or sweeper may appear, beware of her, and give nor allow any liberty on either side to betray your weakness. You cannot be too much on your guard with the natives; although they appear simple and unobservant, in their humiliating and gentle way, *they are great observers and interpreters* of the countenances and actions of the Europeans; and as soon as they find out your "besetting sin," they will pamper it, and ultimately make you a perfect slave to it, until they either effect your ruin, or you, by dint of Christian philosophy and industry, thwart their attempts, and so far succeed in your undertaking, as to get rid of the banyan and his tribe, whom you will soon find to be a nuisance.

HOUSES.—In the choice of a house, should you require one for

business, you must take one in the commercial part of the city : that is, from the river side inland, as far as Cossitollah. If you have to commence upon a large scale, and are a man of family, you had better engage the whole of the house ; but, if single, and require small premises, you may adopt the plan of many persons, who rent the rooms necessary to carry on their business, and either club with other bachelors, or go to a board and lodging-house ; the former is less expensive, and found more convenient.

Much care should be taken in renting a house, particularly upon a lease, which should never exceed a period of six months, unless you have to make considerable additions and improvements, under the impression that you will require the house for more than that time, and the situation is such as will enable you to let it, in case you require to remove. Before you decide, see that the house is dry, glazed throughout, has good locks and bolts, with the conveniences of a back staircase, and a well : the necessary out-houses, as cook-room, pantries or bottleconnahs, stabling, and coach-house. In the event of a lease, always have it understood what are to constitute " fixtures," and distinctly stipulate what is to remain on the premises, as such, when you leave, and do not omit to make the repairs (to be done at stated periods by the landlord) one part of the agreement. Mr. J. M. Vos will give the best information to you if you are in search of a house.

INTEREST.—We have been rather diffuse upon the subject of pecuniary affairs : but, as the subject is vitally important to all, we shall be excused, even if we venture to say something respecting interest. In Calcutta, as well as most places, money may be obtained to any amount upon good security ; and upon this principle the houses of agency have established their regulations. The circumstance of your embarking in something that will yield you a tolerably good return, is sufficient to secure their assistance and support ; whereas a native may feel inclined to open his purse, at a risk, provided the necessitous place their affairs under his immediate control. As the usury laws do not extend to this country, every capitalist is at liberty to make the best bargain he can ; hence it is very common to charge twelve per cent. per annum interest ; in fact, this is the rate at which all

loans of accommodation are negotiated, and if the borrower be in much need, it has been raised to sixteen and twenty per cent., a premium that is considered in Europe a fair return upon sales of goods. But a late decision in the Supreme Court has almost placed the right of demanding more than five per cent. out of the power of the usurer: it is even said, that a bye-law now exists to that effect. Under such disadvantages, it is not surprising that there are individuals, who, although they have been prosperous for twelve and even twenty years, are still with the original outstanding debt staring them in the face, having only been able to pay off the interest.

SERVANTS.—To guide you in the choice of servants, if such be at your option, we advise you to take care and not have several of them of one family, nor all of them at the recommendation of one servant. We have found that, by employing people of the two sects, Hindoos and Mahomedans, so as to create a division between them, they have not coalesced to defraud us; but a rivalry being thus created, we have furnished weapons to protect us against imposition. This plan is not always advisable, unless you have a confidential person, who, at the same time that he studies your interests, acts as arbiter in their quarrels.

As an essential point, see and obtain, if possible, an Indo-Portuguese cook, a Hindoo sircar, and Mussulman khitmutgar. We have found these chime well together; and as to the rest of the servants, it matters little of what sect they are, so that you get security with all those who will be daily in contact with your more valuable property.

Servants' wages differ so much in this country that it is impossible to give you a correct list of the rates; however, if you confine yourself to those below, you will certainly be at a moderate expense, compared to the sums paid by some individuals, and avoid the censure of many old residents, who can so far economise as to pay considerably less.

List of Servants and Rates of Wages to each.

A Moonshee, or linguist	16 to 20 Rs. per month.
A Sircar, accountant and cashier .	10 to 12 ditto.

A Khanesamah, or steward	8 to 10 Rs.	per month.
A Khitmutgar, or table attendant	6 to 8	ditto.
A Babarchy, or cook	6 to 8	ditto.
A Durwan, or porter	5 to 6	ditto.
A Hurkaru, or messenger	5 to 6	ditto.
A Coachman	6 to 8	ditto.
A Syce or groom	5 to 6	ditto.
A Masalchi, or scullion, &c.	4	ditto.
A Sirdar Bearer, or house and furniture domestic	6 to 8	ditto.
A Mater, or sweeper	3 to 4	ditto.
A Bhersty, or water bearer	3 to 4	ditto.

The wages, we believe, will be found upon a well graduated scale, and as the number of your servants will wholly depend upon your establishment, circumstances alone can direct you as to what servants you will require. There is an understood regulation among the servants, (owing to their 'caste' or profession,) that each individual shall confine his services to one particular department. This punctilious, inconvenient and extensive practice does not exist, strictly, in every house, and we think, if the people of Calcutta would be as resolute as the inhabitants of Madras, &c., and not give way to the laziness and cunning of the natives, and not encourage what is studiously adopted as a religious scruple, a less number of servants would suffice, and much more work would be done. Many of the prejudices of these natives will vanish, by insisting upon not having any essential distinction made in your house, and we know many instances in which natives have condescended, and become 'servants of all work;' that is, they have not done anything derogatory to their caste, but submitted to do the duty of other servants, and in the absence of these, voluntarily become substitutes: acts, which, in many houses, they would neither do by threat or entreaty. The influence of a Portuguese tends very considerably to improve the native servants; but in every attempt, both time and patience are necessary, on the part of the master, to bring about the reform.

As circumstances may dispose you to have as few servants as possible, you may embody, as it were, two or three into one: for

instance, your cook may purchase your bazaar—go to market; your khitmutgar may act as valet, table servant, and have charge of your pantry: a bearer may clean your furniture, clothes and shoes, as well as trim the light, and occasionally take *chits* or letters: and with the addition of a porter, and a sweeper, to sweep the house, and make himself generally useful, you will find that four men will do as much as six in other houses. That such servants are to be found or to be trained to do the above, is beyond all doubt; and the little extra care and perseverance that are required to obtain such a *desideratum*, will be well bestowed, as the reward will prove—a house, in point of domestic comfort and neatness, equal to any in Calcutta.

Should you be dependent upon another for your servants, you will be urged to take into your service one or more of the description we have given in the list: but take care that you look more to the actual necessity you have for them, than to the object of a show.

The time has gone by, when a great retinue of servants, a splendid equipage, and numerous parties, were the stepping-stones to patronage and support. At present, although many tradesmen live in a style suitable to a nobleman at home, the principal object appears—economy: and should you even be recommended to adopt the maxim of a few ‘to live, to flutter, and to die,’ listen at least to us, and take our disinterested advice:—have everything becoming your situation and circumstances in life—provide necessities, as conveniences should follow, when those are supplied.

Frequent attempts are made by gentlemen to keep their servants well dressed, by furnishing them with a suit or two of clothes in the year; this is useless, as it often happens that the clothes are either sold, or, in the event of parting with the servant, they are too much worn to be of service to any body: besides the expense of the article, the act is lost upon a native, who appears to be lost to all sense of gratitude. What is required of you, if you wish to have any livery, is to provide turbans and girdles, which are to be bought ready-made in the bazaar, or of men who hawk them about the streets.

Ladies, strangers in Calcutta, are often at a loss to obtain good

ayahs, or lady's maids. In order to assist them in the choice of such as are likely to give satisfaction, I must point out three distinctions among the class of women who profess to be ayahs. The first is the Indo-Portuguese. These, owing to their Christian principles and habits, are better adapted for the situation of an attendant than native women, and no doubt, are preferred by every lady, as they do not scruple to do many things, at which the Hindoostanee, &c. women, (who form the second class,) would decidedly object. The third description is that class called 'matrany ayahs,' (also natives,) from the circumstance of their condescending, if necessary, to do the menial and lowest duties in a house.

As many of the Portuguese ayahs speak English, it is very desirable that a newly arrived lady obtain one of that class: but as a preliminary step, before engaging one of either class, it should be ascertained whether she can and will wash silk stockings, fine linen, &c. To such as do this and dress hair, from 10 to 16 rupees per month are usually paid. To those of the second class, who rarely do the above, six or eight rupees are quite sufficient, and from five to six to the third class. The wages of either depend very much upon the duties undertaken, and except in instances of European maids being engaged, who get from 16 to 20 rupees per month, and are occasionally obtained by advertizing for them, the rates are regulated by the qualifications of the ayah.

Your treatment of your servants is worthy of attention. It is a common practice to beat and abuse them if they appear the least stupid or awkward. Do neither, but get rid of them as soon as you can; for should you resort to harsh measures, you will seldom improve them, and few good servants, when it is known that you are a hard task-master, will be disposed to enter your service; much can be done by giving what instruction lies in your power, and it seldom happens but a lesson, mildly given, will do more than coercive means; for the class of natives who are more immediately connected with "master," are shrewd and active, and disposed to learn. As all servants are engaged by the month, the wages are expected to be accordingly; this rule, however, is not adhered to, and in fact is not considered binding in most families,

as payments are generally made about the middle of the following month, after the wages are due: with yourself, and even others, it is optional; but when we consider that the native has no more than what goes from "hand to mouth," it is reasonable for him to look for his money when it is due.

FRAUDS.—An insight into a few of the frauds of Calcutta will no doubt be of service to the stranger. One of them relates to the all-important article 'money.' But to express myself more clearly, I must quote another authority, which states that, 'there are certain rupees in wide circulation in Calcutta, which are, by the natives, denominated *micky* rupees, signifying rupees mixed with base metal. These rupees have originally been good, but the ingenuity of the wives of certain money-changers, have caused them to be perforated at the edges, and then completely excavated. The cavity is filled up with lead, after extracting silver to the value of about three-fourths of a good rupee. Although the keen eye of a native, who looks with caution, may detect the imposition, it is difficult for a careless observer to do so. The act of perforating these coin, is performed in the sanctuary of native women, who are well aware that no police officers will so far violate the customs of the country, as to penetrate their retreats.' We can suggest no other means to prevent such money falling into your hands, than that you have all your silver examined by your sircar at the time of receiving it; or, as it is possible he may have the management of your cash affairs, make him responsible for any oversight on his part. The way to detect base metal, is to place the coin upon a little heated charcoal, when, should there be any defect in it, the lead will naturally melt, and leave the pure silver without even defacing the impression. To show that those natives who have much money pass through their hands are sensible of the fraud, and can recognise it in a moment, they have only to look round the edges of the coin, and see if there is a blemish upon it, or if it has the *private mark* put there by general consent: hence the reason for a native's looking so closely at the edges, and deciding so promptly as he does upon the genuineness of a rupee.

Another, and a gross imposition is, that of the natives purchasing genuine articles at auction, such as liquors, blacking, ink, &c. &c.,

and after adulterating them, or concocting a spurious liquid or powder of their own, they fill fresh bottles, and label or seal them with false labels or stamps, and pass them off for genuine as imported. In this case the irregular inferior type, or the badness of the seal-impressions, will discover the cheat.

Native tailors should not be trusted with the materials they have to make up, as it is not unusual (if they are allowed to take them out of the house,) to purloin a portion of the stuff, or give you an inferior article.

Upon all purchases with natives, you are entitled, by custom, to a drawback of two pice out of every rupee you lay out in trading with them. That sum is exacted by your servants, and regularly deducted by most old residents. The trifle is hardly worthy your notice in making small purchases; but when you positively know that the tradesmen will be the loser, whether you or your servant take it, I see no reason why it should not be added to your purse: we have even known our palanquin-bearers obtain it as just demand, when we have declined; of course, if you are not aware of such a practice, and your servant knowingly deprives you of the benefit of it, (when making your own market) it is a direct fraud if he exacts it. If the servants were strictly honest, they would point this out; however, as they study their own interests too much, and with the hope of spunging, they try to get all the money to pass through their hands; how is it possible, with such a system, to obtain a servant who will economise rather than spend? He finds that, by multiplying your necessities, he serves himself. You should, therefore, see that no understanding exists between the tradesman and him, and that all money is paid by you when it is optional with you to deduct the *dustooty*. In doing this, your object, in two respects, will be obtained; but one evil may possibly arise; you will, perhaps, for a time, be not so well or so quickly served—as the natives, in acting for another, must have an interested motive; however, do not let this divert you from your object—persevere, be resolute, and you will succeed.

BAZAARS.—The bazaars in this country furnish an opportunity of procuring nearly every article you require, but when disposed to purchase, deal with the natives as you would with the Jews in

Europe—at least, offer them one-third less than they ask, and invariably see that the articles are as represented;—if there be several things of a sort, have them counted before your face;—be careful that they are not changed before they are packed, and count the change, whether rupees or pice; and if you receive notes, write the particulars of name, date, abode, &c. upon the back, or keep a memorandum of them. These hints may appear superfluous; that they are not, may be best proved by the forgeries already come to the knowledge of the public.

CREDIT AND PURCHASES.—In attending the bazaars to make your purchases, you must pay ready money; but should you wish or require the usual credit, you may obtain it, as well as the same articles, at Europe shops; the goods, of course, at increased prices, and not without the prospect of being charged a heavy interest, after the expiry of the credit. As to the prices, they bear no comparison with those of the bazaar.

According to the regulations of the 'Calcutta Trade Association,' lately established, it would appear that all credit has ceased, except to 'old customers, who have good accounts, or new ones, whose names and credit are generally well known.' From this, we may gather that most strangers will be exceptions to the rule, as time will not admit of their names being 'well known,' neither can their credit be established. Notwithstanding, we dare say, if you appear, with a respectable old Indian, or you present a card, with a good address, to be measured for a coat, your credit will not be doubted, and your name will be booked. By the way, as the coat is the only article that you cannot get decently made, or suitably accommodated with, by a native, you may get it made by an European; but if you wish to save a few rupees upon every article, you will conclude, by what I have already said, that you can be suited elsewhere with whatever you may want, at more convenient prices.

We cannot refrain from giving you some information respecting your *Bazaar*, or '*marketing*.' This business is generally done by the khansamah, a servant kept by many families for that express purpose; but supposing that you would wish to economise, and evade the exorbitant overcharge invariably made for everything he

might purchase, you will never be able to ascertain the proper prices unless the person you employ does you justice. That he will, notwithstanding, contrive to rob you, there is no doubt; but as you have not the privilege of otherwise ascertaining the exact prices, you must submit, or else employ a provisioner in the town, to furnish you daily with what you require, at a stipulated rate; and you may be assured that the provisioner, for his own credit, will give you warranted articles. As the wants of different families vary so much, I cannot give a fixed rate, but the terms are from one rupee and a half to three rupees daily, for which the bill of fare is various, choice and abundant. Whether you adopt either of the above plans, or act otherwise, you should never fail to have the articles composing your bazaar inspected every morning, by yourself, or some deputed trustworthy person. This is found absolutely necessary, to prevent tainted meat, poultry, &c. being *introduced into your house*. As the climate is unfavorable to preserving food a day after it is cooked, the greater portion of it is generally left to be thrown away, or becomes the perquisite of the cook or khansamah, who sells it for a trifle to the needy; but as the situation of the poor prisoners in jail is such, as to render them objects of charity, a cart goes round the town, to collect the remains of dinner, &c.; should you be disposed to render them an essential service, you may direct the cartmen to call daily for your fragments.

LABORERS, &c.—Having already remarked that the value of labor done, in particular instances, by natives, is equivalent to their wants, we must now advert more generally to the manner in which tradesmen should be employed, and give an estimate of their charges, to direct persons how to economise in every branch of trade.

It is customary for a stranger either to get recommended or call in, an European or East Indian upon every occasion, when work of any description is to be done, that requires care and neatness in the execution. This practice is certainly praiseworthy, as it shews a disposition to encourage and support, either our own countrymen, or people professing our religion; but with due reverence for the kindred feeling, we must confess, we see no reason

why a man should squander his money to gratify it, when he can obtain the same labor and workmanship, by employing another class of people at considerably reduced charges. We now allude to such undertakings as can be performed by the natives, or even those, where the stranger, by his knowledge of mechanics, can give the necessary instructions.

When an European is employed, the work is done, without reference to expense or advance, at a credit of three or more months; but a native, whether engaged for 'piecework,' or at stipulated daily or monthly wages, will demand an advance, and probably do the work very indifferently, if not closely watched, or leave it half finished. Notwithstanding, in many instances, the workmanship of natives, without the superintendence of an European, will be equal to any thing produced elsewhere. In cases of large undertakings, there is but one opinion, as to what class of workmen should be employed; but in minor and trifling jobs, there is a great saving in engaging the natives; and, generally speaking, they give satisfaction, although their hours of attendance, and slow movements, are not at all compatible with the active and laborious life of a tradesman in Europe. The natives will estimate a job, and do it 'piece-work,' or take monthly or daily wages. If the former, you should endeavour to ascertain what are the comparative valuations of two or more men; if the latter, pay him according to the rates affixed to his profession. In purchasing the materials, which you must do if you employ workmen by the day or month, you must depend upon your sircar, if you cannot obtain them at auction.

PLACES OF AMUSEMENT.—The places of public resort for amusement, or recreation, being few, are summed up in a very small space: they are—the Theatre, the Annual Concerts, Reunions, occasional Subscription and Private Balls, Reading and Billiard-rooms, the Asiatic Society's Rooms, the Company's Botanic and Private Individuals' Gardens, the Racket Ground, the Golf Club, the Races, the Nautches, &c., &c.

Some months after the destruction by fire of the Chowringhee Theatre, Mrs. Leach proposed to erect a New Theatre, and the public came forward most liberally with their subscriptions. An

elegant and commodious theatre is now opened. It is situated in Park Street, Chowringhee, and will hold six hundred persons.

Concerts are got up generally by some professional gentlemen, who obtain the co-operation of amateurs and professors, and are remunerated by subscribers or casual attendants. They are held at the Town Hall and Theatre.

READING, &c. Rooms.—Although Calcutta is deficient in many useful societies which adorn cities of less magnitude and importance, she can boast of libraries and reading rooms which are only equalled in the *Great Town*. The Calcutta Public Library ranks highest among the public ones; and as many advantages accrue to subscribers, few individuals who can spare the amount of subscription should avoid sacrificing the sum.

Metcalfe Hall.—Some months ago, the Governor most munificently granted that eligible site on the banks of the river, which had been temporarily appropriated to the 'Sailor's Home,' for *The Metcalfe Hall*, in commemoration of the freedom of the press by Sir C. T. Metcalfe. The lower apartment is to be devoted to the use of the Agricultural and Horticultural Society of India, and rendered capable of containing an extensive Museum; the upper story, to the Calcutta public Library, and in a conspicuous part is to be placed the bust of that illustrious Statesman, the Right Hon. Sir Charles Theophilus Metcalfe.

Besides the above, there are several which are exclusively appropriated to the uses of the different bodies to which they belong: viz. the Library of the Asiatic Society, the Classical Library in the College of Fort William, and the Calcutta Library Society.

The Asiatic Society's Rooms.—From the variety and choice collection of the curiosities in these rooms, it is very evident that much labor has been bestowed upon the collection, and great merit is due to the founders and managers of the Society. The Stranger will be amply rewarded by going through the house, which is open every day; and an attendant is in waiting to accompany the visitor, and describe the articles.

The Mechanics' Institution.—The object of this Institution is the dissemination of scientific knowledge as applicable to the arts of life. The means are obtained by the voluntary association of

mechanics and others, and the payment of small yearly subscriptions. The payment of 5 Rs. yearly constitutes a person a member admissible to all the privileges of the Institution. Lectures on popular science are delivered every Tuesday evening, at half-past seven. Schools are open four evenings in the week, for instruction in geometry, mathematics, and arithmetic for junior members, and in drawing and perspective. The scientific periodicals of the day are circulated amongst the members, and the library of the Institution is open throughout the day.

THE COMPANY'S BOTANIC GARDEN.—A morning may be delightfully spent in a visit to the Botanic Garden. There, one may see, in a short ramble, all the varieties of vegetables known throughout India, with a vast collection of exotics, chiefly from Nepaul, Pulo Penang, Sumatra, and Java, increased by contributions from the Cape, Brazil, and other parts of Africa and America, as well as Australia and the South Seas. The Garden, which is about half an hour's row (with the tide) from Calcutta, may be visited at any time.

Rackets, Cricket, and the Game of Golf, are the principal athletic exercises engaged in during the cold season, by such as are fond of them; but owing to the smallness of the community of Calcutta, clubs have been formed and persons are balloted in, according to the rules of the society.

The *Races* commence about the 15th of December, on the course, a piece of ground exclusively appropriated for them, about two miles from Calcutta, near Kidderpore bridge.

THE NAUTCHES.—Perhaps there is nothing in India, to which the stranger looks forward with more interest than *the Nautches*; and there can be no doubt but a description of them conveys to the mind's eye much novelty and amusement. Although considered by many to be a pastime only suited to the character and habits of the natives, they are attended by many of the European inhabitants of lower classes; but the stranger is soon tired of the unvaried exhibition, and finds little inducement to repeat his visit. They are given by the wealthy natives, upon occasions of opening a new house, a marriage, and during the Doorgah Poojah holidays, which fall about the latter end of September."

The establishment of Army Agencies in Calcutta has lately done much to relieve new comers, and especially military men, from the annoyances and difficulties to which they were previously subject, upon their arrival, notwithstanding they might have been previously furnished with the best advice, in the power of experienced friends to afford. Under the impression that such assistance will be eagerly sought after, no apology need be made for appending the prospectus of the establishment, which is deemed most likely to secure the many advantages which a well-conducted institution of this nature cannot fail to afford to its subscribers.

THACKER, JEPHSON, AND CO.'S
ARMY AND GENERAL COMMISSION AGENCY,

No. 6, GOVERNMENT PLACE, CALCUTTA,

OFFICE AND READING ROOMS,

(Adjoining St. Andrew's Library)

Subscription 12 Rs. per annum, to be paid in advance.

The suffrages of a numerous class of Subscribers, and the encouragement and support otherwise afforded to this Agency within the short period of one year, indicate that an establishment of the kind was much required in Calcutta. T. J. and Co. tender their best acknowledgments to their early friends, and beg to offer, for the consideration of those yet unpledged to any other Agency, an outline of the business transacted and the conveniences afforded by this establishment,* and they request that Commissions, of what-

* Extract from an article in the "East Indian United Service Journal," April 1837, on a proposed Army Agency in Calcutta.

"It is an establishment which the convenience and the advantage of the army require. Its every day advantages, supposing it well conducted, are numerous; and individuals, may, if they choose, derive benefit from its existence in many forms, though they never revisited either London or Calcutta, nor ever left their duties upon temporary leave. The Agency having a corresponding house in

ever nature, may be accompanied by a remittance, the principles on which the business of the Agency is conducted rendering it impossible to attend to orders for goods unless accompanied by the requisite funds, or authority to draw for the probable amount.

T. J. and Co. have adopted a rate of subscription somewhat higher than that of the late Army Agency in Calcutta; as a smaller sum than Twelve Rupees per annum would not cover the expenses of reading rooms, newspapers, and an efficient establishment of sircars, peons, servants, &c., for the accommodation of those resorting and applying to the office, and at the same time protect the Agents from an outlay not met by any corresponding return.

READING ROOMS.—The Agency rooms are in the most eligible situation in Calcutta, as regards the transaction of business, purity of air, or accommodation at the best hotels or places of refreshment, and will be found abundantly stocked with maps, charts, military plans, books of reference, army and navy lists, newspapers, and

London, its services would be available in procuring the greatest or the smallest supply of any article from home. The receipt and despatch of English letters and parcels, which often lie for an indefinite period in the General Post Office or Custom House, would be satisfactorily attended to, and the wants of Messes, Bands, and Book Clubs properly supplied. It would become a well established place of Military rendezvous, having besides those enumerated, many of the advantages, at a small expense, of a Club, to which Officers could resort freely on arriving at the Presidency, and there meet or find out their acquaintances, write letters or notes on business, and have the constant advantage of assistance, not only in all weighty matters but in regard to the thousand 'little nameless items' which cannot be enumerated, the worry of which is experienced by every new arrival, and which is described by the common expression that 'one does not know which way to turn ones self.' "

The Agency, however, can only flourish from universality of support rather than from inordinate charges laid upon a few, or those indirect exactions from which none of the general Agencies now existing or starting up are free.

information of every description likely to be useful; much of it of a nature that cannot be afforded by any other establishment in India or in England.

Subscribers absent from India may leave a proxy to whom the resources of the rooms will be fully available, as well as the advice and assistance of the Agents in the transaction of business.

MILITARY INFORMATION, Leave, Furlough, or Reports.—Officers requiring information on subjects of professional interest, points of drill or discipline excepted, need only to apply to the Agents. Forms of reports, applications for leave or furlough and rules under which obtained; lists of regiments and officers shewing the movements of corps or individuals, and tables of time allowed to reach the several stations of the army by land and water, are kept in the office for ready reference:—the General Orders of both services are filed separately from the newspapers.

REMITTANCES, Bills, Government Securities, Pay, Pension and Fund Allowances.—T. J. and Co. offer their services in the sale or purchase of Bills of Exchange, Bank Shares, Government or other Securities, and in drawing and remitting dividends or interest, pay, pension, or fund allowances, if provided with the requisite powers of attorney. They will also be prepared to offer their guarantee for constituents who, having unadjusted accounts with Government, cannot, at short notice, furnish the usual pay certificate required from Officers proceeding to sea or on furlough.

The pay bills of Officers on leave at the Presidency, as well as bills for passage money, boat, or other allowances, are drawn out, sent for audit and payment, and the amount paid over without delay, or the bills may be discounted, under the rates of the day, when Officers are compelled to embark for England, or quit Calcutta, before the forms of office in the Pay and Audit Departments can be got through.

BOXES, PARCELS AND LETTERS—Received, and forwarded to the parties addressed, by the earliest opportunity; the postage, duties, freight, carriage, and insurance, chargeable to subscribers. In transacting this branch of their business the Agents require bills of lading or letters specifying distinctly the value and contents of packages, which in most cases will obviate the necessity of having

them opened at the Custom House, articles for private use not being exempt from duty, as declared by the Collector of Customs in his printed notifications. The Agents in London receive and forward any letters and parcels addressed to constituents in this country, as well as those sent to their friends at home, whether transmitted direct or through the Agency here, for which purpose they are supplied by each overland mail with revised lists.

PASSAGES—To Europe, any of the Indian ports, the British colonies, or to Suez, negotiated free of charge to subscribers, and on the most economical terms. Lists and plans of vessels trading to and from Calcutta, with dates of sailing, will be found in the rooms, as will also the dates on which the inland steamers leave town, rates of cabin hire and other charges, together with a table of time occupied in the trip to and from Allahabad and the intermediate stations. Parties who may prefer the old mode of proceeding by the river route have tables of pinnace, budgerow, and boat-hire to refer to, and the best accommodation of that description will be sought for, on timely notice being given by subscribers. The baggage of passengers by sea passed, shipped, or landed, free of charge, beyond what may be incurred at the Custom House, or for hackery and boat-hire. Subscribers at a distance from Calcutta can be supplied, on application, with plans of vessels or any other information required to enable them to make their arrangements for a voyage to sea. The Agents will be happy to attend to commissions for cabin furniture, or outfit for sea, if early and full instructions are sent, and by this arrangement constituents who arrive late in the season, or whose stay in Calcutta may be short, will find themselves relieved of much trouble and annoyance.

WINES, BEER AND OTHER SUPPLIES.—In consequence of numerous orders from subscribers and up-country constituents in business, the Agents have found it advisable to stock themselves with Beer, Wines, Brandy, &c., of the best marks, and are prepared to meet requisitions to any extent. Quarterly supplies of Port, Sherry, Champagne, Brandy, &c. &c. have been arranged for with the long known and well established house of Thos. Heath and Co. (formerly Watts and Heath) of Fenchurch Street: the first consignment of these will arrive per *Tigris*—On the faith of

Mr. Heath's personal assurance to the London Agents these wines are especially recommended, as being of a quality not to be excelled—they are put up in imperial sized bottles, six of which make the gallon, being a saving to the purchaser of two to three bottles per dozen. Articles not on hand, will be selected with the greatest care, and strictly in accordance with such instructions as may be received.

MILITARY AND SPORTING EQUIPMENTS, Saddlery and Instruments.—The increasing facility of communication between this country and England, and between Calcutta and the upper provinces, afford opportunities of obtaining a constant and fresh supply of the best articles in the above line, and T. J. and Co. having already adverted to their Agents at home, and the advantages thereby ensured to them, have now only to add, that commissions for supplies or articles of any description, from London or Calcutta, will be promptly and effectually attended to, without losing sight of economy; but it is requested that orders for musical, mathematical and other instruments; guns, pistols, watches, jewellery, or military equipments, may be accompanied by the fullest instructions possible, with the name of the maker to whom a preference is to be given. It is also desirable that constituents at a distance from Calcutta should signify their wishes as to the mode of transmission, whether by land or water, steam-boat or otherwise.

MISCELLANEOUS.—T. J. and Co. will be happy to take charge of maps, books, pictures, musical or other instruments, guns, articles of vertu, and other property of a valuable nature, which gentlemen proceeding to Europe or the colonies are frequently obliged to sell at a considerable sacrifice. The articles will be registered, and sold at fixed prices if desired, which the Agents have the best opportunities of doing, or made over to the owners on their return to India.

Commissions from Non-Subscribers, Regimental Messes, Book or other clubs, Band Committees, Mofussil Merchants, or residents, will be promptly executed, if sent by letter *post paid* and accompanied by a remittance.

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Up-Country produce of any description will be received and disposed of to the best advantage, at the rates of charge for commission

established by the Chamber of Commerce, with a trifling addition for godown rent.

As the Library and Book trade of Thacker and Co. are distinct from the Agency, it is requested that all letters or communications intended for the latter be *post paid*, and addressed to Thacker, Jephson and Co.

D.

BOMBAY.*

THE following paper will furnish our extra tropical readers with some general idea of the seasons throughout the year on the Malabar coast.

We may begin with a short notice of the dry season, which extends from October to June, and may, from its uniformity, be hurried over with a few brief remarks. The sky having cleared up about the 10th or 15th October, sometimes earlier, rarely later, a month of hot, sickly, unpleasant weather ensues. The sun's rays are at this season very powerful—the thermometer ranging from 82° to 88°; the earth is saturated with moisture; and the rank and decaying vegetation, causes it to steam forth with all kinds of noxious gases. A disagreeable easterly land wind, besides, blows over the greater part of the evening and morning, and the dews of night and sudden alternations of temperature, are trying in the extreme to European constitutions. By-and-bye the heat

* From the "Bombay Times," 8 January, 1842.

moderates, and the air becomes dry, and the sky cloudless and clear.

Early in November what is called the cold season sets in. This endures till the beginning of March, the thermometer rarely rising above 83° throughout the day, and occasionally sinking as low as 65° over night. The mornings are chill and bracing in December and January, and the ordinary sleeping gear of muslin drawers, and a cotton sheet to lie under, receives the addition of a comfortable English blanket. Gentlemen dismiss the wear of cotton jackets, put on woollen coats, and occasionally take a rapid morning walk to warm themselves. The sun sets at half-past five, and rises at half-past six o'clock; and the general dinner hour of Bombay is altered from seven or half-past seven, to half-past six. The evenings at this period are singularly beautiful, especially during the moonlight—and the feeling of the atmosphere is delightful in the extreme. With the exception, indeed, of the increased length of day, and elevation of temperature, this latter state of matters continues till towards the approach of the rains.

In March the heat gets strong again; and in April and May, the air feels extremely sultry; the thermometer during the day ranges, at the Presidency, from 88° to 94° , and over night rarely falls below 84° . A single sheet is now more than sufficient to sleep under; throughout the day the punkah is kept unceasingly in motion. This fanning machine, so to speak, consists of a frame about three feet broad from top to bottom, and varying in length according to the dimensions of the room, from ten to thirty feet; it is covered over with painted cotton cloth, surrounded by an ornamental frill or fringe, and suspended from the roof by cords, so as to depend within seven feet of the floor. A string is attached to it near the centre, by whose means a hamaul or house-servant swings it to and fro, to produce a current, and to cool the air. Every house and hall, from the church to the counting-room, is

furnished with punkahs. The effect of these, indeed, in a large and handsome place of public worship, seems very singular to a stranger. A continuous line of them from end to end, is hung along the nave of the church, and other two parallel lines occupy the space between the columns of the side aisles. The whole are kept in motion throughout the service by natives, who pull the ends of the ropes outside of the church.

During the dry season, water and all kinds of liquors can be kept from 10° to 15° cooler than the external air, by wrapping the vessel containing them round with a thick cotton jacket, and exposing them wetted to a current of wind. In the wet season, evaporation is imperceptible; the damp thermometer and the dry do not differ by more than two or three degrees; and cooling by evaporation is impossible.

By the month of May, grass and every sort of vegetation is burnt up; all verdure has disappeared from the earth, and the surface of the ground, where greensward abounded during the rains, and for a month afterwards, is brown and dusty, like the worn playground of an English school in summer time, where the last remnants of the grass roots alone are discernible. The heat now, however, is tolerable, compared to what is experienced in Scinde and Goozerat to the northward, where the mercury often continues for weeks together above 100° , reaching on many occasions, the altitude of 120° . By the third week of May, the uniform brightness of the sky begins to be interrupted; large masses of cloud through the day sail along the horizon, and towards evening ascend half way up to the zenith. By-and-bye lightning makes its appearance, at first in the distance, in frequent but feeble flashes, which night after night become more near and brilliant, till the whole sky is lit up with them. The real lightning seems, for the most part, behind the clouds or under the horizon, the illumination produced by it alone being visible. The flashes are so frequent, as to seem produced by a

series of vibrations ; and from six to ten may sometimes be reckoned in a second of time. When better developed and not concealed, the electric fluid is seen to pour in a long stream of successive bolts from one cloud to another, or from one portion to another of the same mass of cloud—each individual bolt being apparently the cause of a flash. One of these torrents will continue uninterrupted for a couple of seconds on end. Next comes the thunder, at first feeble and distant, but by-and-bye roaring in one incessant series of peals, many of them so near as to be almost simultaneous with the flash, and to resemble in sound the bursting of a piece of ordnance, or blasting of a rock by gunpowder. The rain, however, has in general made its appearance before the thunder—first, in a gentle shower falling over night in big bright drops, which the thirsty earth drinks up as soon as they fall, and smells refreshed, though scarcely changed in appearance. These earlier showers seldom endure more than half an hour at a time ; but they cool the air, and are the sure harbingers of the south-west monsoon. This state of matters probably lasts a few days more—thunder is heard at intervals, and the evening sky is absolutely illumined with lightning, so incessant are the flashes. The clouds are meanwhile accumulating every where ; when, about the 6th of June, sudden blasts and squalls ensue, and the rain descends in one unbroken sheet of water. The first fall commonly begins overnight, and endures for thirty or forty hours ; and not only are the contents of spouts from the house eaves rushing in absolute cataracts, but every water channel is filled with a torrent. The streets and level grounds are flooded with sheets of water. At length the thunder ceases, and nothing is heard but the continued pouring of the rain, and rushing of the rising streams. The second, and probably the third day of the monsoon, presents a gloomy spectacle ; the rain still descends in torrents, and scarcely allows a view of the blackened fields : the rivers are swollen and discoloured,

and sweep down with them the hedges of prickly pear, the huts, and the remains of vegetation accumulating during the dry season, in their beds; the air feels damp and chill, and the rain is driven violently through the chinks of the windows, and interstices of the lattice-work of houses and verandahs.

After a week or so the rains commonly clear off for a little; the sky becomes bright, and the sun looks out again—but on what an altered scene! The parched and burning earth has been changed as if by magic; the dusty and arid plain is covered with the brightest verdure; the air is balmy and delicious; and all nature seems to rejoice. “The effect of the change is visible on the animal creation, and can only be imagined,” says Elphinstone (*Cabool*, vol. i. p. 126) “by an European, by supposing the depth of a dreary winter to pass into the freshness and brilliancy of spring.”—“Before the storm the fields were parched up, and except in the beds of rivers, scarce a blade of vegetation to be seen. The clearness of the sky was not interrupted by a single cloud, but the atmosphere was loaded with dust; a parching wind blew like the blast of a furnace, and heated wood and iron, and every solid material even in the shade; and immediately before the monsoon, this had been succeeded by still more sultry calms. But when the first violence of the monsoon is over, the rivers are full and tranquil, the air pure and delicious, and the sky varied and embellished with clouds.”

Such are the general effects along the shores of western India, of the setting in of the south-west monsoon; there are some circumstances attending it, connected with Bombay itself, not unworthy of special notice.

The area of the Island of Bombay is nearly nineteen square miles, and it contains a population of about 254,000 persons. The fort or garrison includes a surface of 234 acres, and contains a population of 15,000 inhabitants. On one side betwixt the fort and the sea, at Back Bay, is a stretch of almost level

ground, 387 acres in area, and about 1,800 yards in extreme length along the shore. The fortification has long been proved to be perfectly useless for the purposes of defence, and as unnecessary as useless—there being no one to assail it. An antiquated and absurd regulation has, notwithstanding this, been kept in force, to the obstruction of public improvement, to the effect that no permanent building shall be erected within 800 yards of the batteries. The esplanade just described, furnishes the finest ground for dwelling-houses in the island; and is, indeed, the only place within a mile of the fort, where all public and private business is transacted, where houses can be built. But then, though the shore be in this quarter inaccessible, by reason of rocks and quicksands, to vessels above the size of fishing-boats, the 800 yards' regulation interferes; and, in consequence, a line of temporary erections of about three quarters of a mile in length, supplies the place of houses. These are constructed of wood with trellis-work of bamboo, and surrounded with canvas, like an overgrown tent. They are thatched over with cadjans or the leaves of the palmyra tree, and lined inside with curtains, or ornamental coloured cloth. They are chiefly occupied by the highest class of military officers and civil servants of the government. Beyond this is a large encampment for officers temporarily residing in Bombay, and occupying tents. The bungalows are surrounded by ornamental railings, covered with the passion flower, and other rapidly growing creeping plants; and are generally furnished with flower or vegetable gardens. The compound thus formed, opens out on the sea-beach on the one side, and on a line of road nearly parallel with the batteries on the other. The effect of the whole is highly picturesque and pleasing.

These structures are not only far too slight to withstand the winds and rains of the south-west monsoon, but the garrison regulations require that they shall be removed once a year. Up to the middle of May, then, we have a line of

beautiful rustic villas, which, together with the officers' tents at its extremity, extends nearly a mile along the sea shore. All at once, as if some panic had made its appearance, or a plague broke out, the bungalows or villas of the esplanade begin to be deserted, and instantly demolished, and the materials of which they were composed removed. So rapidly does the work of destruction proceed, that in the course of a fortnight not a vestige is to be seen of the lately populous suburbs. By the first fall of rain, the dwellings have vanished, as if by magic—roofs, walls, and framework: the very tents and their occupants are gone. The esplanade for a few days presents a very unsightly appearance; the floors and foundations of houses, torn paper-hangings, the refuse of straw used for packing, fragments of broken fences, and the remains of ruined shrubberies and flower-pots, indicate the site of the departed town. A week more, and all this is changed—the first fall of rain covers everything with grass; and the esplanade, which was on the 15th May covered by a town, and on the 1st June presented a scene of slovenly and unsightly desolation, by the 15th of June is a bright greensward, as close and continuous as that on which the deer of some ancient manor in England have browsed for centuries. The re-appearance of these temporary habitations is nearly as magical as their vanishment. The 15th of September sees the esplanade a green and verdant lawn: October witnesses the suburb formerly described.

The south-west monsoon endures for nearly four months in all; during this period, about eighty inches of rain customarily fall—or about three times the average of the year in England. There are often entire days without rain; while we have, as frequently, days without an interval of fair weather. When the rain does fall, it pours in downright torrents, as if the very windows of heaven were opened.

Parallel with the western shores of the peninsula of India, and within from ten to fifty miles of the sea, runs a range of

hills, or ghauts as they are called, ranging from 5,000 to 8,000 feet in height. Betwixt these and the sea-shore lies a band of level and fertile ground, called the Concan; within these again, at an elevation of about 2,000 feet, is the great table land of the Deccan, to which the mountains form, as it were, a range of abutments. In the Concan, and along the Malabar coast, the fall of rain, and phenomena attendant on the monsoon, are similar to those described in connection with Bombay. Within the mountain range on the Deccan again, at an elevation from 1,500 to 2,000 feet, matters are widely different; there we have a fall of twenty-three inches only, which comes down in moderate quantities like English summer rain: the wet season, besides, is modified by the monsoons on the two opposite sides of India—the one of which sets in as the other closes. This gives a much more protracted period over which rain may be expected.

The months of May and June are hot and very dry; those of December and January cold and chill in the mornings and evenings. The most extraordinary meteorological phenomena are experienced in the ghauts or mountain range, which, as already described, divides the sea-coast on the west from the elevated table land in the centre of India. Here the fall of rain ought to be reckoned in feet rather than inches.

From June to September the hills are shrouded with thick black and impenetrable clouds, out of which the rain pours forth without any intermission for three months together. The sky is rarely seen, the mountain tops are invisible, and the view is limited to a few hundred yards along the surface of the ground. Europeans find the hills at this time uninhabitable. The tiger, the bear, the wild boar, and the leopard, which had during the dry season found concealment in the jungle, now prowl abroad, and commit devastation near the habitations of men. Snakes and noxious reptiles of every size and hue; unclean beasts and unsightly creeping

things come into view ; and the ill-starred European, who may by chance remain on the hills, shudders at the thought of the monsters of the forest, with which he has, unknown to himself, till now been surrounded. Every rivulet is swollen into a torrent, and pours down into the country below a series of matchless cataracts, over cliffs thousands of feet high, and garnished with every variety of tropical vegetation, which the crevices of the rocks supply with subsistence, or a place whereon the roots can find anchorage. During this period the rain averages 240 inches, or 20 feet, being nine times the fall which takes place in the north of Europe. The amount of rain which fell at the Mahabuleshwar Sanatory station, 4,500 feet above the level of the sea, and 130 miles from Bombay, was this season 281 inches—this was fifty above the average ; no less than 123 inches fell in July alone. The temperature here is nearly 15° lower than that at Bombay.

Mahabuleshwar is resorted to as a sanatorium for invalids, and a place of fashionable retreat for the wealthier families generally for the hot season. Nothing can surpass the beauty of the landscape around it during the months of October and November, just after the close of the rains : the vegetation is magnificent ; the mountain scenery not surpassed by any in the world ; and the transparency of the atmosphere almost magical. The south-west monsoon becomes much less violent as it approaches its close ; intervals of several days often occurring when not a shower falls. It commonly concludes with squalls of wind, thunder, lightning, and rain for a few days, much more violent than any from the time of its commencement. This last burst is known over India as the Elephanta storm. Having thus made a last expiring struggle, it goes off at once, leaving the dry season such as has already been described. It is difficult for one accustomed to the roads, bridges, and thoroughfares of all sorts, together with the moderate weather which prevails in

Europe, to conceive the interruption which the rains occasion to general intercourse throughout India for three months in the year.

If it be kept in view that the vast rivers which water our plains are chiefly fed from mountain ranges, on which twelve feet of water is sometimes discharged in the course of thirty days, the marvel will speedily cease. The streams which flow through our level lands will often rise and fall from ten to fifteen feet perpendicularly, in the course of twenty-four hours; and twenty-five feet is no unusual range betwixt the fair and wet weather elevation.

There is betwixt Bombay and Poonah a bridge 1,000 feet long, which is often entirely filled in July and August by a body of water which rises twenty-two feet on its piers, and yet for nine months in the year, the stream which it spans is not seventy feet wide, and may be waded across without inconvenience. The effect which the south-west monsoon produces at sea is quite as striking as that which we have described on shore. Corals, molluscous animals, sea-snakes, and fish of the strangest forms, together with the Portuguese man-of-war, with its transparent air-float and bright blue gauzey drapery, and flower-like animals, found throughout the year far out at sea, are dashed upon the beach.

Frightful shipwrecks occur even on the safest parts of the coast. In 1840 two fine vessels were lost at the mouth of Bombay harbour, when 150 human beings perished in the course of a couple of days and nights.

The number of coasting vessels which arrive at and depart from the port of Bombay, amounts annually to about 9,000. During the eight fair weather months, the average arrivals and departures amount to about seventy native vessels each way daily; during the monsoon, this is reduced to about ten; and in July the average of these venturing to sea does not exceed five or six a day.

The Red Sea steamers cannot, at this time, face the storm;

and instead of making a straight run for Aden, and accomplishing this part of their voyage in eight or nine days, they stretch south twelve degrees towards the line, and start ten or twelve days sooner, to enable their despatches, which take thus much longer on the way, to reach England in time.

E.

HINDOOSTANEE VOCABULARY.

The following Vocabulary is based upon those of Hadley, (1809), and Ballantyne (1841), although differing materially from both in its orthography,—the system adopted being that of spelling every word precisely as it is pronounced by the natives, which a residence of some years in India has, he hopes, enabled the compiler satisfactorily to accomplish. The verbs in common use have been kept separate from the other portion, and the imperative, as well as the infinitive moods have been noted.

Abode	t'heckhan- na	Agent	gumaush- teh	Angry	goosah
Above	oopur	Agreement	mil	Animal	janiwar
About	aspas	Aground	chur pur	Another	doosrar
Abroad	bar	Ague	tup (fever)	Answer	jawab
Absent	hauzir-ny	Air	howa	Ant	choontee
Absurd	paugull	Alike	burauber	Any	kooch
Abuse	gallee	Alive	jeetau	Anything	kooch cheze
Access	rusanee	All	sub	Apart	judda
Accounts	hissaub	Alley	gullee	Apartment	koteree
Accurate	drust	Alligator	mugur	Ape	bundur
Acquaint- ance	taureef	Almond	badam	Arm	hart
Across	paur	Almost	kereeb	Army	fonge
Action	kaum	Alone	akellan	Arrears	bonkeah
Active	chaulauk	Aloud	pukaur	Arrow	teere
Actually	sutch	Already	ubbee	As	jessau
Advice	naseehut	Also	bee	Ashamed	shurminda
After	peechee	Always	humee-	Ashore	kinsairy
Afoot	peidul	Ambassa- dor	[sheh elchee	Asleep	sooah
Afraid	hkauef	Among	beechmee	Ass	guddar
Afternoon	sipheree	Anchor	lungur	Attendant	sowarry
Again	feer	Ankle	fillee	Awake	jagta
Age	ommur	And	our	Awning	chiteree
				Away	tuffout

Axe	koreholley	Blood	lohoo	Carpet	bichawan
Baboon	lungoor	Blow	mook	Carriage	garree
Backwards	peechee	Blue	neelar	Carrot	gajur
Bad	krab	Boar	buneah	Cartridge	totar
Badge	chupraus	Boat	naou	Cash	pisah
Bag	talee	Bone	huddee	Cask	peep
Baggage	cheezebus	Book	kittarb	Cat	billee
Baker	rotee wal-lar	Boot	moozer	Cavalry	turukso-war
Balcony	firandah	Both	dono	Certain	albutt
Ball	golee	Bottle	sheesheh	Chain	zinjeer
Bamboo	bauns	Box	sundook	Chair	koorsee
Barber	hujjeem	Boy	chookrar	Chamber	koteree
Barge	budgrow	Brace	boosee	Cheap	susta
Barley	joo	Branch	dallee	Cheek	gaul
Barrack	choonee	Brass	peetul	Cheese	punyeer
Base	paujee	Bread	rotee	Chest	sundook
Basket	tokree	Breakfast	hazaree	Chief	sirdar
Basin	chillum-chee	Breast	chattee	Child	lurkau
Bat	chumgeeder	Brick	cent	Chin	t'hudee
Bath	hummaum	Bridge	pool	Chintz	cheentah
Battle	lurauee	Bride	lagam	Ceiling	gutchgeree
Bayonet	sungeen	Broad	chourah	City	shahr
Beard	darree	Broil	grill	Clean	sarf
Beautiful	soondur	Broom	jarroo	Clerk	kranee
Because	wasta	Brother	bhyee	Cloak	baranee
Bed	beecharna	Brown	aoodah	Clock	gurree
Beef	gy ker-goosht	Brush	koochee	Cloth	koprar
Before	aggar	Bug	khutmul	Cloud	budlee
Beggar	fakeer	Bullet	goolee	Coachman	garreewan
Behind	peechee	Bullock	bile	Coat	koortee
Bell	goongroo	Bush	jungul	Cock	moorgee
Belly	pait	Business	kaum	Coffee	kour
Below	neechee	But	lekkun	Cocoanut	narriyal
Belt	daub	Butcher	kussaube	Cold	tunder
Best	subsee	Butler	khitmutgar	Collector	tusseeldar
Big	burra	Butter	mukkun	Colour	rung
Bill of Exchange	hoondoe	Button	goondoe	Comb	kongee
Bird	cherea	Cabbage	kurru-mulla	Complete	tiarr
Birth	jennum	Cage	pinjra	Compliment	salaam
Biscuit	kaulee-chau	Calf	buckra	Constable	kutwal
Bit	tokeer	Camel	oont	Content	raze
Bitch	kootee	Camp	lushkargur	Cook	babber-chee
Bitter	teetar	Candle	batter	Cooper	peepwallar
Black	kalla	Cane	baite	Cord	russee
Blanket	kumlee	Cannon	tope	Cork	cheeppee
		Cap	topee	Corn	anaajee
		Cards	tarsa	Corner	konah
		Care	khubber	Corpse	murdah
		Carpenter	burhy		

Cottage	jaupres	Dissatis-	ba-chaun	Face	moo
Cotton	rocee	fied		Face to	
Cover	duckhnee	Disease	bearam-	face	saumna
Council	durbar		mee	Faggot	bhaur
Country	moolook	Distress	kutrah	Faint	meergee
Counter-	pullung-	Distance	dooree	False	jootah
pane	posh	Distant	door	Family	ghoorana
Courage	muckdoore	District	pergunnah	Famous	burra
Cow	gye	Ditch	gurrah		naum
Crazy	paugull	Diversion	tamasha	Fan	punkah
Cream	milowe	Doctor	hakeem	Farmer	ryot
Creek	kol	Dog	kootah	Farrier	naulbund
Crime	tukseer	Door	durwaza	Fast	geldee
Criminal	tukseerwar	Double	doona	Fat	moota
Crooked	teerha	Down	neechee	Father	baup
Crow	kouwa	Drawers,	perjam-	Fatigue	mandugee
Cucumber	keera	(long)	mah	Fault	tukseer
Cunning	seanna	Dream	kwab	Favour	meerban-
Cup	peeallah	Dress	kopra		nee
Curtain	pardah	Drum	dhol	Fear	dur
Custom	dustoor	Drunk	mut-wal-	Feast	maizwan-
Customs	khuraj		lah		nee
		Dry	sookah	Feather	pur
Dagger	kuttarr	Duck	budduck	Fellow	wallah
Daily	roze-roze	Dumb	goonga	Female	mada
Damage	nooksan	Dung	ghoo	Ferry	ghat
Dance	nautch	During	jub tulluck	Fever	tup
Danger	kutrah	Dust	gird	Few	tora
Dark	undrah			Fiddle	sarindah
Date	tareek	Each	ek-ek	Field	meidaun
Daughter	bettee	Ear	kan	File	sohan
Day	deen, roze	Easy	nurru	Fine	bareek
Daybreak	fujjur	Early	bureefujjur	Finger	oonglee
Dead	moorgeear	East	poorub	Finished	klaas
Deaf	bhira	Edge	dhaur	Fire	aug
Death	moot	Egg	unda	First	pylar
Debt	kurrus	Elbow	koonee	Fish	mutchee
Debtor	kurrus-	Elephant	huttee	Fist	moottee
	daur	Egypty	kollee	Flame	seese
Deep	ghyrah	End	sira	Flat	burabur
Deer	hurn	Enough	bus	Flesh	gosht
Desert	meidaun	Equal	burauber	Flint	pu'heree
Destiny	kismut	Error	gultee	Flour	attah
Devil	shitorn	Ever	kubbee	Flute	ba'isee
Dew	aoose	Exact	teekh	Fly	muckee
Diamond	heera	Expense	kurch	Foam	kuf
Difference	furk	Express	tappee	Food	kaunra
Difficult	mowshkil	Eye	aunk	Foot	pa'zul
Dirty	myla	Eyebrow	bourgh	Foot	port
Discourse	bart	Eyelash	popney	For	ke-want
Dispute	muckerd-	Eye'lid	pulluck	Force	zoor
	emama			Ford	glas

Forehead	peshanee	Grove	tope	Hook	ankree
Forest	jungul	Ground	zumeen	Hope	oommed
Fork	kaunta	Guard	chowkee	Horse	goora
Fort	kella	Guide	hurkaru	Horseshoe	nall
Fortune	nuseab	Guitar	sitar	Hot	gurrum
Forwards	auga	Gum	gond	Hour	gurree
Fowl	moorghee	Gun	bundook	House	ghur
Fresh	taza	Gunpow-	baroot	How	kissow
Friend	dost	der		How do	
Friendship	dostee			you do	kessah-hy
Frog	meerook	Habit	poahak	How-	
From	say	Hail!	olau	many	kitna
Fruit	mawar	Hair	baul	How-	
Full	burra	Half	addah	much	kettaw
Fun	tamasha	Hall	dallaun	Hubbub	hurburree
Funnel	chonga	Hammer	martool	Hunger	bhook
Furniture	samon	Hand	hart	Hungry	bhooka
Future	ayinda	Handker-		Hunter	shikaree
Funeral	munzil	chief	roomaul	Husband	kussum
Fye!	chhee	Handsone	koob-soo-	Husk	chilkau
			rut		
Gain	nufa	Hard	sukht	I	hum
Garden	bagh	Harm	loxaum	Jackall	geedur
Gardener	malee	Hat	topee	Jail	jail-kanna
Garlick	lussun	He	ooah	Ice	burruf
Gate	durwaza	Head	seer	Idiot	paugul
Gentleman	sahib	Health	tubeait	Idle	soost
Gently	astee	Heart	dill	Idol	moorut
Giddy	ghoom	Heat	gurmee	Jealous	bud-goo-
Ginger	udruck	Heaven	bihisht		man
Girl	chokree	Heavy	baree	Jest	thut-ha
Glad	koosh	Heel	ceeree	Jester	t'hut-hol
Glass	sheesha	Height	oonchee	Jewel	jowhur
Glove	dustanna	Hen	murgee	If	augger
Goat	bukra	Hell	jehanum	Immedi-	
God	koodah	Hence	tuffaout	ately	ubbee
Gold	sona	Here	hither	Impudent	deeta
Goldsmith	soonar	Herein	is-mean	In	mean
Good	artchar	Hereon	is-pur	Indeed	such
Goods	cheeze	Hereto	is-ko	Indigo	neel
Goose	bituck	Herewith	is-sa	Infantry	pidul
Governor	burra sahib	High	ooncha	Inferior	kumtur
Gown	peshwaz	Hill	p'harr	Infidel	kafir
Grain	unnaj	Hip	koolau	Ink	syce
Grape	ungoor	His	ooska	Inkstand	syce-dawn
Grass	ghass	Hog	soor	Inn	punch gur
Grave	kor	Hole	sorak	Insect	keera
Grease	cherbee	Hollow	kalee	Insolent	goostak
Great	burra	Honest	suchcha	Interpre-	
Green	hura	Home	ghur mean	ter	dobashee
Grief	ghum	Honey	shuhud	Invention	hickmut
Groom	syce	Hoof	soom	Iron	loha

Island	tapoo	Leprosy	korh	Mean	panjee
It	oosh	Less	kumtee	Meaning	mainee
Itch	kooge lee	Letter	chithee	Measure	map
Judge	kazee	Liar	jootha	Meat	goah
Juice	rns	Lid	dukhnee	Medicine	dewai
Ivory	huttee	Lie	joot	Melon	turbooze
Justice	adawlut	Life	jaun	Memory	yad
Ivy	balau	Light	oojala	Merchan-	
		Lightning	bijlee	dize	sonda
Keeper	daur	Like	manfick	Merchant	soudagur
Kernel	goodan	Lime	choona	Messenger	hurkarn
Key	charbee	Linen	kopra	Middle	beech
Kid	hulwan	Link	mussal	Mile	koos
King	padshah	Linkboy	mussal-	Milk	doodh
Kiss	chooma		chee	Mirror	ina
Kitchen	banwerch-	Lip	hoonta	Mischief	krabtee
	eeekannah	Liquor	daroo	Miser	shoom
Kite	cheal	Little	tora	Mistake	gullut
Knave	dugha-baz	Liver	kuleeja	Model	namoonah
Knee	zanoo	Lizard	chipkulee	Moment	dum
Knife	chooree	Load	bojah	Money	pyce
Knock	mookh	Lock	koofi	Monkey	bundur
Know-		Locust	tidda	Month	minah
ledge	wuqoof	Long	lumber	Moon	chand
		Loose	khola	Moonlight	chandnee
Labour	mihnut	Lord	khan	More	ziyada
Labourer	muzdoor	Love	pearr	Morning	fujjir
Lace	kinarree	Lover	pearra	Mortar	choona
Ladder	seerhee	Low	neechee	Moth	puttung
Lady	beebee			Mother	ma
Lame	lungra	Mace	joutree	Mountain	puhar
Lamp	chiragh	Mad	dewannah	Mouse	chooha
Land	zumeen	Magic	jadoo	Month	moo
Language	bat	Male	nur	Much	bhote
Large	burra	Mallet	mogree	Mud	chikkur
Lark	chundol	Man	admee	Mule	khuchur
Last	pichla	Mane	ayal	Musket	bundook
Late	daree	Mango	aum	Mustard	rye
Law	adawlut	Manner	turub	Musty	gumsan
Lazy	soostee	Many	bote	Mutiny	dunga
Lead	seesan	Many, as	jitna	My	mera
Leaf(tree)	puttan	Many, so	itna		
— (book)	wurck	Marble	murmar	Nabob	nawab
Lean	putla	Mare	gooree	Nail (fin-	
Leather	chumra	Mark	nishan	ger)	nakhoon
Leave	rooksut	Market	bazaar	— (iron)	mekh
Leech	jonk	Marriage	shadee	Naked	nunga
Left	byne	Martingale	zere-bund	Name	naum
Leg	paung	Mast	dole	Narrow	tung
Lemon	leemoo	Master	sahib	Near	nuzdeek
Length	lumber	Mat	chattae	Necessary	zurroor
Leopard	cheeta	Matrass	toshuk	Neck	gulia

Needle	sooce	Ox	bile	Plantain	keela
Neglect	ghuffut	Oyster	kustoorā	Plate	bassun
Net	jaul			Pleasant	koosh
Never	kubbee-ny	Pain	dookh	Plough	hul
New	niya	Paint	rung	Pocket	jeb
News	kubber	Pair	joora	Point	nok
Next	pas-sa-pas	Palankeen	palkee	Poison	bis
Night	raut	Pan	pateela	Pond	talab
No	ny or nyhn	Paper	koggus	Poney	tattoo
Noise	shoor	Pardon	afoo	Poor	gurreeb
None	kooch-ny	Parrot	tota	Porter	koolee
Noose	p'hansee	Part	hissah	Post, letter	dawk
North	shimal	Pass	gullee	Potatoe	alloo
Nose	nauk	Passion	kuffau	Praise	tareef
Not	ny	Paste	leice	Prawn	chinglee
Note	chithee	Patience	subbur	Prayer	nimaus
Nothing	kooch-ny	Pattern	namoonah	Present	nuzzur
Now	abhee	Pay	tulub	Pretty	koobsurutt
Nurse	aya	Paymaster	bukhshee	Price	mol
Nut	jowz	Peace	sullah	Pride	ghooroor
Nutmeg	jae p-hul	Peacock	moor	Priest	imaum
		Pearl	motee	Prison	kied kanna
Oar	dand	Peasant	ryot	Prisoner	kied
Oath	kussum	Pen	kullum	Profit	faida
Obedience	hookum- burdaree	Penknife	kullum- trass	Proof	duleel
Objection	pukur	People	logue	Proud	mugroor
Of	ka	Pepper	meritch	Puppet	pootle
Often	bote- duffah	Perhaps	ho-seckta	Purse	tylee
Oil	taile	Permis- sion	rukhsutt	Quarrel	jaggra
Old	poorana	Person	shukhs	Quarter (¼)	pao
Old age	peree	Petition	aurzee	Quay	ghat
Olive	julpyee	Petticoat	lungau	Queen	ranee
On	pur	Pewter	just	Question	soal
Once	ek duffah	Physician	huckeem	Quick	juldee
Onion	peyaje	Pickles	archar	Quiet	subbur
Only	aur ny	Picture	tusbeer	Quilt	mootluck
Onwards	chellah	Piece	tookra	Quite	raziee
Open	khola	Pig	soor	Rabbit	kurgosh
Opinion	aukul	Pigeon	kabooter	Radish	moolee
Opium	afeem	Pill	golee	Rag	luttah
Opposite	saumna	Pillage	loot	Ragged	mussuck
Or	ke	Pillar	t'hoonee	Rain	bursat
Older	hookum	Pillow	tukkeah	Raisin	kishmish
Orange	nauringee	Pin	ulfeena	Rascal	hurrum- zada
Other	doosra	Pincers	chunta	Rat	chooha
Over	oopur	Pine apple	ununnas	Rattan	baite
Out	bar	Pipe	hookah	Raw	kutchā
Owl	painchaw	Pistol	tabunchah	Razor	oostoorā
Own, my		Pitch	ral	Ready	teiar
own	apna	Place	juggur		

Real	such	Sand	baloo	Shoe	jootee
Rear	peechla	Sash	jal	Shop	dukaun
Red	laull	Saw	ara	Shop-	
Reed	nul	Saying	basut	keeper	buniya
Regard	meerbanee	Scabbard	miyan	Shore	kinara
Rein	baug	Scales	turazoo	Short	chotah
Rent	bhara	Scar	dagh	Shot	chhurra
Request	aurzee	Scarce	tora	Shoulder	kandha
Resident	wukeel	Scent	bo	Shrewd	pukkah
Reward	oojrut	Scissors	kynchee	Sick	azar
Rheuma-		Scorpion	beechu	Side	janib
tism	baee	Scout	hurkarrah	Sight	nuzur
Rhinoce-		Screen	tuttee	Sign	isharut
ros	gundaar	Screw	painch	Silence	choop
Rib	punjur	Scull	khopree	Silk	reshum
Ribbon	feetah	Sea	durryer	Silver	roopa
Rice	choul	Seal	moohr	Sin	goona
Riches	dowlat	Sealing-		Since	jub se
Right	dainha	wax	lakh	Syrup	sheerah
Ring	ungoothee	Season	moosum	Sister	bahin
Riot	hungama	Seat	beithuck	Skin	chumra
Ripe	puckka	Second	doosra	Sky	ausmaun
River-	nullah	— hand	ostara	Slave	ghoolam
Road	rusta	Secret	raz	Sleep	neend
Robber	chor	Sect	jaut	Sleeve	asteen
Robbery	choree	Seed	beej	Slender	putla
Rock	chutan	Seldom	kubbee-	Slice	phank
Roof	chupper		kubbee	Sloven	nujuss
Room	kumra	Self	humaup	Slow	asteo
Root	jur	Selfish	khooogdu-	Sly	seanna
Rope	russee		russee	Small	chootah
Rose	gool	Sense	uckl	Small-pox	gootee
Rough	koorkoo-	Sensible	ucklmund	Smith	lohar
	rah	Sentinel	pareear	Smoke	dhooan
Round	gole	Separate	jada	Smooth	chikna
Ruby	lall	Seraglio	zenana	Snipe	isnaf
Rust	zung	Serpent	samp	Snow	burruff
		Servant	nokur	Snuff	naus
Sabre	tulwar	Service	nokeree	— box	naus-daun
Sack	taylee	Severel	kitne-ek	Snuffers	goolgeer
Sacred	mooekud-	Shade	chaun	So	aysa
	dus	Shame	eherrum	So far	itna door
Sad	dilgeeree	Shape	soorut	Soap	saboon
Saddle	zeen	Share	hissah	Soft	nurum
Safe	salim	She	ooee	Soldier	sipahee
Sail	badban	Sheath	mujan	Sole	tullee
Sailor	klassee	Sheep	bher	Some	kooch
Sale	neelaum	Shew	tumasha	Somebody	koee
Salt	nimmuck	Shield	daul	Sometimes	kubbee-
Saltpetre	shora	Ship	jahaz	Some-	[kubbee
Salve	murhum	Shirt	kommeeese	where	kuheen
Same	ekhee	Shoal	churr	Son	beta

Song	geet	Sugar cane	gunna	This	yih
Soon	shitaube	--- candy	misree	Thorn	kanta
Sort	kism	Sulphur	gundbuk	Those	we
Soul	rooh	Summer	tabistan	Thou	too
Sound	awaz	Sun	aftab	Though	augurcheh
Soup	shorba	Sunshine	dhoop	Thread	tagar
Sour	khutta	Supper	raut-ka-	Throat	gula
South	dukhun		kanna	Throne	musnud
Spark	chingaree	Suspicion	gooman	Through	pur
Spear	burches	Sweet	meeter	Thumb	angootha
Spectacles	chushmuk	Sweet-		Thus	aysa
Speech	baut	meats	meetye	Thy	tera
Spent	klass	Swing	hindolah	Tiger	bagh
Spices	mussaulah	Sword	tulwar	Tight	kussah
Spider	mukra			Tile	khuprole
Spirit		Table	maize	Time	wukt
(liquor)	shraub	Tail	doom	Tin	kalyee
Spoil	loot	Tailor	durzee	Tired	manda
Spoon	chumcha	Take care	kubberdar	Title	luckub
Spot	dugh	Tall	ooncha	Tittle-	
Spur	kanta	Tame	ghurpaula	tattle	gup
Spy	jasoos	Tamarind	imlee	To	ko
Squirrel	gelaree	Tank	talab	Toad	kook
Squirt	pikaree	Tax	muhsool	Tobacco	toombakoo
Stable	istubul	Tea	char	Together	sart
Stairs	seerree	Teapot	chardaun	Toil	mihinut
Stale	barsee	Tear	aunsoo	Tomb	kubur
Star	tara	Telescope	doorbeen	Tomorrow	kull
Starch	kanjee	Temple	musjid	Tongue	jeebh
Steam	bapp	Tent	tumboo	Tools	hut hujar
Steel	foolad	Than	say	Tooth	daunt
Step	kuddum	Thanks	shookur	--- brush	miwak
Steward	khansa-	That	wooh	--- pick	khilal
	maun	Their	oonka	--- pow-	
Stick	lathee	Then	tub	der	munjun
Stiff	sukht	There	oodhur	Top	seer
Stingy	bhoomie	--- fore	oos-wasta	Topsy-	oolta-
Stink	bud bo	--- from	oos-sa	turvy	poolta
Stirrup	rikab	--- in	oos-mean	Tortoise	kuchhwa
Stockings	mooza	--- of	oos ka	Towards	ke pass
Stomach	paite	--- on	oos pur	Towel	dustmal
Stone	puttur	--- to	oos ko	Tower	boorj
Storm	tofaun	--- with	oos fa	Town	shuhur
Story	hukiyat	These	ye	Trap	kull
Straight	seedah	They	eer logue	Traveller	musauffer
Straw	bhoosce	Thick	mota	Treachery	dugha
Stream	toor	Thief	chor	Treasury	khuzana
Street	gullees	Thigh	ran	Tree	jar
Strength	zoor	Thimble	ungoosh-	Trial	untohan
Strong	mozboot		tana	Trick	heela
Such	aysa	Thin	putla	Trouble	tusdee
Sugar	shukur	Thirsty	pyasa	Trousers	izar

True	such	Voice	awaz	Who	joo
Trumpet	torehy	Vulgar	paujee	Whole	sub
Trunk	sundook	Vulture	gidda	Whose	kieska
Truth	such bat			Why?	kis-was-taw?
Tune	rag	Wager	shurt	Wide	chowra
Turban	pugree	Wages	tullub	Widow	rand
Turnerick	huldee	Waist	kummer	Wife	joroo
Turnip	shulgum	Waiter	kaudum	Wild	junglee
		Wall	deewall	Wind	hawa
Ugly	bud soorut	War	lurye	Window	khrikkee
Umbrella	chattah	Ware-		Wine	shraub
Unawares	ba kubber	house	godown	Wing	pur
Under	neechee	Warm	gurrum	Winter	zumistaun
Undress	kopra-kole	Wart	mussah	Wire	taur
Uneven	ooncha	Washer-		Wisdom	uckl
	neechee	man	dhobee	With	sa
Unless	wugur na	Wasp	burnee	Along with	ke-sat
Unripe	kucha	Watch	ghurree	Within	under
Until	tulluck	Watch-	chowkee-	Without	bar
Up	oopur	man	dar	Witness	shahid
Upon	pur	Water	pawnee	Woman	rundee
Upper	ooncha	— carrier	beeshtee	Wonder	tajib
Upright	khura	Wave	mowy	Wonderful	ujub
Uproar	gurbur	Wax	mom	Wood (for-	
Us (or, to		— candle	— ka batty	est)	jungul
us)	hum ko	Way	rah	— timber	lukree
Useful	kaum ka	We	hum logue	Word	bart
Useless	kaum ka-	Weak	kum zoor	Work	kaum
	ny	Weary	maunda	World	duneah
Usual	dustoor	Weather	ay-yam	Worm	keera
		Wedding	shaddee	Wound	zukhm
Vagabond	owbash	Week	huftah	Writer	moonshee
Vain	dimaghee	Well	aucha	Wrong	ghulut
Vanguard	harawal	West	mughril		
Veil	boorcha	Wet	beega		
Vein	rug	What?	kya?	Yard	ungun
Velvet	mukhmud	Wheat	gehoon	Ye	toom logue
Venetian		Wheel	chack	Year	burrus
blinds	jilmil	When?	kub?	Yearly	hur-burrus
Venerable	busruck	When	jub	Yellow	peela
Vermin	keere mu-	Whence	kaun sa	Yes	hah
	kore	Where?	kaun?	Yesterday	kul
Very	bote	Where	jaun	Yet (but)	lekkun
Very well	bote koob	Whetstone	silee	Yoke	jooa
Vial	shee shee	Which?	kown?	You	toom
Victory	futteh	While	jubtulluck	Young	jawan
Victuals	khauna	Whip	chabook	Your	toomara
Vile	paujee	Whirlwind	bugoola	Youth	jawannee
Village	bustee	White	suffead		
Vinegar	seerka	— man	gora	Zeal	gurmees
Violence	zoor	Whither?	kidher?	Zephyr	naseem
Visit	moolackat	Who?	kone?		

V E R B S.

	INF.	IMP.		INF.	IMP.
Abandon	chorna	chor	Choose	pussund- kurna	pussund kur
Able	seckna		Come	ana	ow
Ache	dookhna		Count	geenkurna	geenkur
Act	kurna	kur	Cover	dhaupna	dhaupkur
Advance	auga jana	auga jow	Cry	rona	ro
Adjust	drust kur- na	drust kur	Cut	(see bite)	
Aim	shust lana	shust la	Dance	nachna	nachkur
Alter	budlee kurna	budlee kur	Deny	inkar kur- na	inkar kur
Anchor	lungur	lungur	Die	murna	murjow
	chordana	chordo	Dig	khodna	khodkur
Answer	jawaub da- na	juwaub do	Dive	doobna	doob
Appear	nazar na	nazar a	Do	kurna	kur
Apply	(see fix)		Don't		mut
Approach	nusdeek- hona	nusdeek ow	Draw	kaina	kainch
Arrive	poonchna		Dress	peenna	penn
Ask	poochna	poocho	Drink	peena	peeo
Bake	pukana	pukow	Drown	doobjana	doobjow
Bathe	gussul kha- na	gussul kur	Dry	sooka kur- na	sooka kur
Bawl	pokana	pokow	Eat	khana	kow
Be	hona	ho	Enter	under jana	underjow
Bear	oothana	oottow	Erase	poonch- dalna	poonch- doll
Beat	marna	mar	Explain	butlana	butlow
Become	hojana	hoja	Extinguish	boojana	boojow
Begin	lugna	lug	Fall	ghirna	ghirkur
Bind	bundna	bund kur	Fear	durna	dur
Bite	kutna	kut	Feed	khilana	khila
Blow	phoonkna	phoonk	Feel	choona	choo
Boil	oobalna	oobal	Fight	lurree kur- na	lurree kur
Break	torna	tor	Fill	bhurna	bhur
Bring	lana	low	Find	pouna	pow
Build	bunana	bunow	Finish	tumam kurna	tumam kur
Burn	julana	julow	Fire a gun (see beat)		
Bury	gorna	gor	Fit	t'heek lug- na	t'heek lugow
Buy	mol-lana	mol-la			
Call	boolana	boolow			
Carry	lajana	lajow			
Catch	pakurna	pukrow			

	INF.	IMP.		INF.	IMP.
Fix	lugana	lugou	Light	julana	julou
Fling	phink da-na	phinkdo	Look	dekhna	dek ko
Follow	peechee jana	peechee jou	Loose	kholena	khole do
Forbid	muna kur-na	muna kur	Love	pear kurna	pear kur
Forget	bhoolna	bhool kur	Make	bunana	bunow
Forgive	mauff kur-na	mauff kur	March	hooch kur-na	hooch kur
Gallop	churtuz ja-na	churtuz jou	Marry	shaddee kurna	shaddee kur
Gather	juma kur-na	juma kur	Measure	maupna	maup kur
Get	(see find)		Meet	(see join)	
Get up	ootna	ootou	Mend	(see adjust)	
Give	dana	do or da	Open	(see loose)	
Give back	pheere da-na	pheere da	Pardon	(see forgive)	
Go	jana	jou	Pass	goozurna	goozur
Go out	barjana	barjou	Pick	choon 'na	choon kur
Graze	ghaus kurna	ghaus kur	Play	khelna	khel kur
Hang	phaunsee dana	phaunsee do	Plunder	lootna	loot-kur
Hasten	juldee kur-na	juldee kur	Polish	sikkul kur-na	sikkul kur
Hear	soonna	soon kur	Pour	dalna	dal do
Hunt	shikar kur-na	shikar kur	Promise	buchunda-na	buchun da
Inform	kubber da-na	kubber da	Pull	khynchna	khynch
Join	meelkurna	meelkur	Pull off	ootana	oota
Jump	koodna	kood-kur	Push	dhukka dana	dhukka da
Keep	rukha	ruk-kur	Put	rukha	ruk kur
Kick	lart-marna	lart-mar	Put on	(see dress)	
Kill	mardalna	mar-dall	Raise	(see bear)	
Knit	boonna	boon kur	Read	purhna	purh kur
Know	sumoojna	sumooj kur	Reckon	(see count)	
Land	kinare pur-jana	kinarepur-jou	Recollect	yad kurna	yad kur
Leap	(see jump)		Refuse	rudd kurna	rudd kur
Learn	seckna	seck kur	Remain	rahna	rho
Leave	chorna	chor do	Remember	(see re-collect)	
Lie	joot bholna	jot bhol	Remove	(see carry)	
Lift	(see bear)		Repair	(see adjust)	
			Restore	(see give back)	
			Ride	suwar ree kurna	suwar kur
			Rise	(see raise)	
			Roast	kubab kur-na	kubab kur

	INF.	IMP.		INF.	IMP.
Rob	choorana	choora	Stop	(see re- main)	
Roll up	lupet kur- na	lupet kur	Strike	(see beat)	
Row a boat	dand mar- na	dandmar	Swear	kussum kurna	kussum kur
Rub	mulna	mul kur	Sweep	jharna	jharto
Run	dourna	dour kur	Take	lana	lo
Saddle	zeenband- na	zeen band- do	Talk	bat kurna	bat kur
Say	bolena	boll	Taste	cheekhna	cheekr
Seal	moohr kur- na	moohr kur	Teach	sikhana	sikha
See	(see look)		Tell	khubber dana	khubber da
Sell	baichna	baich kur	Throw	dallna	dall
Send	bhejna	bhej kur	Tie	(see shut)	
Shave	hajamut kurna	hajamut kur	Touch	choona	choon kur
Shew	deklana	deklou	Try	fekkir kur- na	fekkir kur
Shoot	bundook marna	bundook mar	Turn	p'hirna	p'heeron
Shut	bund kur- na	bund kur	Under- stand	(see know)	
Silence	chup ku- rana	chup kur	Undress	kopra ko- lena	kopra kol- do
Sit	bhytna	bhyto	Wait	subbur kurna	subbur kur
Sleep	soona	so	Wake	(see get up)	
Smell	soonghna	soongh	Walk	chelna	chel kur
Smoke	(see drink)		Want	mangua	
Speak	(see say)		Wanted	mangta	
Spend	kurruch kurna	kurruch kur	Wash	dhona	dho
Spoil	kerab kur- na	kerab kur	Watch	(see see)	
Stand	khura ho- na	khura-ho	Weep	rona	ro-kur
Stay	(see re- main)		Weigh	tolna	toll-kur
Steal	(see rob)		Wet	beegna	beega kur
Sting	dunk mar- na	dunk mar	Win	jeetna	jeet
			Wipe	poontchna	poonch
			Wrap	lapaitna	lapait kur
			Write	lickna	lick kur

NUMBERS.

1 Ek	7 Sart	13 Teira
2 Do	8 Art	14 Chowda
3 Teen	9 No	15 Pundra
4 Char	10 Dus	16 Sola
5 Parnch	11 Igarra	17 Suttra
6 Chay	12 Barra	18 Utharra

NUMBERS.

19	Oonees	80	Ussee	101	Ek so ek
20	Bees	90	Nawwe	102	Ek so do, &c.
30	Tees	100	So	1000	Ek huzar
40	Chalees	21	Bees pur ek	10,000	Dus huzar
50	Puchars	32	Tees pur do	100,000	Lakh
60	Saut'h	43	Chalees pur teen	1,000,000	Dus lakh
70	Suttur	54	Puchars pur char, &c.	10,000,000	Crore

DAYS OF THE WEEK.

Sunday	Etwar
Monday	Somwar
Tuesday	Mungul
Wednesday	Baudda
Thursday	Joomarat
Friday	Joomma
Saturday	Suneechur

BENGAL MONTHS.

January	Maugh
February	P'haugun
March	Cheit
April	Beisaugh
May	Jheita
June	Aussaur
July	Saun
August	Bhaudon
September	Awsun
October	Kautick
November	Aughun
December	Poos

F.

REMARKS ON DISEASES INCIDENTAL TO EUROPEANS IN INDIA.

A literary friend to whose advice and assistance in preparing this work for the press, the Author feels himself greatly indebted, has suggested that a short chapter, adverting to a few of the diseases most common in India, with their general symptoms, and in some instances the best modes of treating them, might not be out of place in a publication like the present. He has consequently consulted the valuable work of Mr. Annesley, and obtained from it, the few hints which will be found in the following pages, referring his readers to the book itself for more ample information.

It would be difficult to find a more appropriate introduction than the following extracts from Dr. Mc Cosh's "Medical Advice to the Indian Stranger," a little work which should be in the hands of every individual destined for the Indian Medical Service: "While a proper degree of caution is absolutely necessary, too much nursing, and anticipation of nature's mysterious laws, is hurtful. Experience will shew, that undue solicitude about one's health is seldom of any service. One is never so apt to catch an inflammatory complaint as when he is guarding most against the predisposing causes; and it is a well known fact, that none are more frequently victims to cholera than those who are constantly taking precautions against it. Another great error strangers are liable to fall into, is the *habit* of taking medicine and drugging themselves into a state of disease. Not contented with letting nature take her own way, they

force her to take a way of theirs; and drive her so hard in the new system of regimen, that she in time forgets her own, and only recovers it with great difficulty. On arriving for the first time, in a climate in so many respects different from his native land, the stranger must be prepared to expect some trifling complaint; but temperance and discretion are his best directors. Above all things let him beware of hypochondriasis as the greatest enemy to health and happiness, and even more than that let him guard against *ennui*, the arch enemy of Europeans in India, and the Prime Minister of Death." There is not a word in the foregoing extract but should be carefully treasured up in the memory of every person proceeding to India.

The first annoyances, (since they cannot be called diseases) experienced by the stranger will, in all probability, be mosquito-bites, and prickly heat. In the course of a short time, the former will be unheeded, or become innocuous; until such is the case, the irritation they induce must be borne with patience, for if the natural tendency to relieve oneself by scratching the part afflicted be indulged, the consequence will possibly be the establishment of ulcers, which will require a length of time to cure and frequently leave scars behind. The pain caused by the insects is but of temporary duration and calls for no great degree of fortitude; it is better, therefore, in the American phrase to "grin and bear it," first adopting all necessary precautions against their insidious attacks.

Prickly heat does not attack all persons indiscriminately, but rarely leaves those whom it once visits. It is most troublesome during the hot season, and is more frequently brought on by imbibing liquids (no matter whether hot or cold) than by any other means. Dr. Mc Cosh says, "it shows itself in the form of a rash, or papillary eruption, on all parts of the body most liable to perspiration. Its sensation is somewhat similar to what would be felt at all

the hairs every now and then piercing the skin : though very annoying, it is consoling to think that it is one of the best signs of good health." Here, again, no better remedy can be suggested than patience.

The most productive source of fevers and other diseases, in hot countries, is malaria, or miasmata, arising from exhalations, which proceed from the soil and decayed vegetation, under the various circumstances favoring their extrication. All places which are relatively low, saturated with moisture, and abounding with the exuviae of vegetable and animal substances ; all rich, deep, wet, moist, marshy, clayey, and absorbent soils, covered by a luxuriant vegetation, are productive of malaria, whenever the temperature of the atmosphere is considerable, or whenever they have been exposed to the action of a powerful sun, the noxious influence of the airs in marshy or low situations at sunset and sunrise being particularly well marked. The next great sources of insalubrious exhalations are dense and low jungles, the vegetation there being of all others the very worst. Rice grounds are scarcely less so, but if constantly inundated are less fertile in the production of disease, than those which upon inundations ceasing are exposed to the action of a powerful sun. Rivers, lakes, pools, canals, ditches, the moment the mud and soil of their bottoms and sides appear, produce the same effects. The means of preventing the generation of marsh miasmata, are chiefly, draining, embanking, or thoroughly inundating marshy places, and with regard to the jungles and forests, cutting them down and clearing the soil : these remedies have not always, however, the immediate desired effect, it may be well, therefore, to state other means which may be resorted to by persons who are necessarily exposed to the influence of malaria. Medicines, particularly such as tend to promote the secretions and excretions, without materially lowering the vital forces, may be taken with advantage ; the state of the bowels should

be constantly watched; the diet should be nourishing, but not heating; animal food should be taken sparingly, and spirits and strong wines entirely avoided, while excess in lighter wines must equally be shunned. Moderate exercise should be taken in the cool of the morning and evening. Malaria is always more prejudicial to parties during their sleep, than otherwise, and where practicable, the nightly rest should always be taken in the upper part of the house, in preference to the lower, which is so much nearer the source of the infection. Care should be taken to exclude the raw night air as much as possible, and a fire would be found of advantage in the apartment or in the vicinity of the residence;—occasional smoking is often serviceable. Undue depression or excitement of the spirits should be avoided; a calm, confident and well employed mind, moderately occupied and interested in the objects of its pursuit, is upon the whole that state which most successfully opposes the causes of this dangerous and insidious disease.

Mr. Annesley remarks, in his Preface, and it is a remark that every reader of these pages should never lose sight of,—“In India, if disease be not checked at its commencement, and before it has established itself in the structure of vital organs, either the patient is lost, or that organic derangement is produced which makes him a burden to himself, and useless to the public service or to society.” On the first approach of real indisposition, recourse should be had to medical aid, which, by timely interposition, may arrest a serious disease. There is no doubt that the diet and regimen usually adopted by Europeans, on their arrival and during their stay in India, are the predisposing and exciting causes of many of the diseases under which they labour. This is a subject which it would, however, be impossible to discuss satisfactorily within the limit of these pages, and it may, therefore, be sufficient to state that caution, experience and watchfulness will soon point out the course most preju-

dicial to health, as well as that which will be the most conducive thereto.

But it is now time to turn to the other important diseases incidental to residents in India, in which may be comprised, indigestion, inflammation, liver complaints, spleen, dysentery, cholera, and fevers.

1. **INDIGESTION.** The earliest symptoms which present themselves, when the functions of the stomach are incompletely performed, are, a feeling of oppression and distension, with flatulence and acid eructations, after a full meal; these, though comparatively speaking of no great consequence in temperate climates, speedily produce in India some more serious disorder. A light low and bland diet ought to be adopted before any medicine is taken, and such regimen be perseveringly pursued, when the eructations will generally disappear; but, should they continue, then gentle tonics may be combined with antacids and aperients, and a pill consisting of a grain and a half of blue pill, and two grains of aloes, or of the aloes and myrrh pill may be taken every night. The tonics employed in the cases of those who are much debilitated should be of the mildest kind, and the least calculated to heat the system. When the bile is secreted in an insufficient quantity; small doses of blue pill, in combination with aloes, should be taken nightly, with gentle tonics and aperients during the day, which also should be persisted in for a considerable period, in fact till all disorder is removed. Mr. Annesley adds:

"Persons who have once suffered from derangement of the digestive organs are extremely liable to a return of them, even after they have been completely removed by medical treatment, upon the least error in diet, and after any indulgence at table beyond the ordinary habits of the individual. On this account, the patient's prudence should never forsake him. His diet ought to be simple, consisting of a few articles, plainly dressed, and easy of digestion. Animal food

may be taken once a day, in moderation; and if active exercise be indulged in, it may be partaken of twice, provided that the appetite desire it. Exercise, in order to be beneficial to those who have a weak digestion, should be regular, moderate and resorted to at suitable hours of the day. Exposure to the sun ought to be avoided, and the exercise should always be short of fatigue."

2. INFLAMMATION.—The symptoms generally indicating the existence of inflammation of the stomach are, heartburn—pain in the region of the stomach, particularly after eating—slight fever and thirst—a red state of the fauces and edges of the tongue, whilst its surface is covered with a whitish or yellowish coating; the desire for food is not much diminished, but the digestion is slow and painful, and accompanied with eructations and vomiting. It is useless to go on to any other stage of the disease, for whoever has any of the symptoms just detailed would do well to adopt the advice already offered, and resort to immediate medical aid. Amongst the most frequent causes of this malady are the neglected or improper treatment of indigestion, the use of stimulating and irritating food and of spirituous and intoxicating liquors. Drinking cold fluids when the body is overheated is also a very frequent cause. Indeed, whatever by its properties over excites, irritates, or otherwise injures the stomach, when received into it, is productive of inflammation to an extent proportionate to the degree in which it possesses those properties. Mr. Annesley suggests the following precautions for the adoption of those who are subject to disorders of the stomach upon change of climate as respects diet and regimen, air and exercise: "Upon departing from Europe, the visitor of warm countries should endeavour to adopt that kind of diet and regimen which he intends to pursue upon his arrival, provided that both the one and the other be on an abstemious or moderate scale. He should avoid, as much as possible, the use of salted provisions on the voyage;

and water should be his principal beverage. The state of his bowels ought regularly to be attended to; and he should take as much exercise as circumstances will admit of, without exposure to the sun. The same precautions ought to be observed upon his arrival in the country, and if any of the symptoms of disorder of the stomach supervene, he should endeavour to remove them by abridging his diet, rather than by taking medicine of a stimulating or tonic nature, such as brandy bitters, which often aggravates the disorder, or procures merely a temporary relief. If medicine be at all employed, it ought to be of an aperient and cooling kind. The fruits of the country, unless perfectly ripe and mild, should be avoided; (our extract may be referred to under the head of indigestion for remarks upon exercise, &c.) The subject of dress is of greater importance to Europeans in India than is generally considered; it should conform to the temperature of the climate and to the sensations of the individual."

3. DISEASES OF THE LIVER.—"Diseases of the Liver," Mr. Annesley says, "may be considered as endemic in the Eastern Hemisphere: the annual average per cent. being treble in the East Indies to what it is in the Western Hemisphere. One of the earliest effects of change from a cold or temperate climate to a very warm one upon the European constitution, is an increased secretion of bile—the thick and rich blood of Europeans, loaded as it is with an excess of those materials or elements of which bile is composed, forming the immediate and principal cause of this disorder." Diseases of the liver may be divided into the functional disorders of the liver, which are the more simple and less complicated form, and inflammations of the liver, which are the more dangerous and violent forms of the same disease. The observations that have been already offered on the subject of diet and the mode of living will prove almost as beneficial in the first class of cases as any thing that may be further advanced. The earliest symptoms in these stages are clam-

miness and foulness of mouth, fauces and tongue, with a bitter taste, particularly in the morning; slight anxiety; acid and acrid eructations three or four hours after a full meal, with difficult digestion; headache; pain in the back or loins; uneasiness under the shoulder-blades; fulness and pain on the region of the liver, particularly when pressure is made at the time of taking a full inspiration; aching in the knees, shoulders, and limbs; the countenance being pale, sallow, or muddy; the back is generally the easiest position to recline upon, and a slightly bent posture is often preferred. Torpor of the liver not unfrequently arises from protracted cases of indigestion—from the inordinate use of spiritous and vinous liquors, as well as eating much animal food and highly-spiced dishes; from over excitement of the perspiratory functions, long continued marches, fatiguing exercises and too warm clothing; but no cause is of more potent operation than the neglect of exercise, and next in importance is a neglected state of the bowels.

Inflammation of the liver is very generally the consequence of some one or more of the functional derangements already alluded to, and when it does not actually proceed from those disorders as a direct consequence, it generally arises from the state of predisposition to inflammatory action which functional disorders of the liver invariably generate. Acute inflammation may commence primarily, and proceed for a number of days, without producing so much disturbance or alarm as to induce the application for professional assistance; in fact there can be nothing more silent, unobtrusive, and insidious, than the manner in which the most dangerous form of inflammation of the liver commences and makes early progress.

The symptoms exhibited in the different stages of inflammation of the liver are too numerous to detail; but they assimilate very much to those recorded with regard to the original and milder forms of the disease, and few persons will hesitate upon the appearance of them to consult his

medical friend, without waiting for the extreme symptoms of the inflammatory state, especially when it is asserted that, if inflammation of the liver be not treated with sufficient decision in its early stages, the formation of one or more abscesses is a very frequent consequence.

The causes of inflammation likewise scarcely vary from those which produce the milder stages of the complaint, though it may be remarked that there are few more energetic influences than the immoderate addiction to the use of spirituous liquors; exposure to cold or wet, when the body is overheated; fits of anger and passion; great chagrin, disappointment, and severe grief; sudden and great exertions of strength; blows or injuries on the head; exposure to night dews and malaria; great repletions after long fasting; violent exercise and the imprudent use of the cold and shower baths.

4. **SPLEEN.**—The causes of disease of the spleen are chiefly those inducing intermittent and remittent fevers. It is seldom observed as a primary disease, and seems to result in a great measure from the deficient energy of the system, particularly of the digestive organs. In some situations it is endemic, more especially in low swampy places where agues abound. If the spleen be inflamed in a more or less active form, a dull, heavy, and aching pain is felt in the left hypochondrium, with occasional lancinating pains in the same situation, observed particularly upon quick motion, and after a full meal. In the more acute cases, there are chills, or rigor, to which succeed pain, nausea, and occasionally vomiting, with thirst, tension, colicky pains, and impeded respiration. The tongue is generally white, foul, and excited; the pulse somewhat accelerated; the bowels constipated or irregular; and the skin sallow, dusky, and rather hot. In the sub-acute and chronic cases of inflammation, several of these symptoms are either altogether wanting, or are so slight as frequently to be overlooked. The spleen is generally tume-

fied to a considerable extent, at the same time that its proper coat is inflamed; but the tumefaction is never so great as in the cases of simple congestion of the viscus, already alluded to. Sometimes the enlargement is scarcely to the extent of allowing the spleen to be felt beneath the left false ribs, even in the most acute cases of the disease.

During the treatment of diseases of the spleen, the diet and regimen of the patient should be carefully attended to. His food should be light, nutritious, and in no greater quantity than his digestive organs can well dispose of. Vinous and fermented liquors should be avoided, and his drink be of the most mild and cooling description. He ought to take regular exercise in the open air, as far as his strength may permit; and his clothing should be warm and suited to the vicissitudes of the atmosphere and sudden changes in its temperature.

5. **DYSENTERY.**—The subject of malaria has been already noticed at some length, and it has a most powerful influence on the disease now under consideration. Recent comers to a warm climate are more disposed to it than long residents, and it is more prevalent between the ages of sixteen and twenty-one than at any other, under the ordinary circumstances of exposure to its exciting causes.

The form of dysentery to which new comers to a hot climate are liable, is generally less complicated, more acute, but more manageable, if treated early and decidedly, than the form of disease most frequently attacking older residents. The former class of the community is more subject to the acute, uncomplicated dysentery; whilst the latter is more liable to the complicated form of disease, more particularly to the complications of dysentery with affections of the liver and with fevers. A powerful predisposing influence in the production of dysentery arises out of the circumstances connected with the passage to a warm climate, wherein the almost entire want of exercise, and, generally speaking, the

too liberal indulgence in food, both with regard to quantity and quality, produce a state of system the most liable to become affected by the prevailing diseases of warm climates—while another circumstance, superadded to the above, during the voyage out, tends to occasion the disease under consideration, especially in its acute and uncomplicated form—this circumstance is the costive state of the bowels, to which passengers by sea are particularly liable. Of the exciting causes of dysentery to which persons in India are liable, there is none whose influence is so marked as indulgence in intoxicating liquors, and next in importance is exposure to vicissitudes of temperature; it is right also to enumerate some other causes, viz. brackish water, or water which has been kept for a considerable time shut up from the air; food of a bad quality; unripe fruit, or too much of that which is ripe.

Dysentery is much less prevalent during dry and hot weather, and is by no means contagious, as has been supposed by many; it is in fact essentially an inflammatory disease, and seldom supervenes as the effect of the operation of a single cause; generally two or more of the exciting causes act with more or less activity, and are assisted by those which predispose the frame to their influence in the generation of the disease. Very frequently, in addition to the predisposition arising from plethora, fatigue, or loaded state of the large bowels, and a deranged condition of the alvine secretions, several of the common exciting causes of the disease, such as intoxication, exposure to the night air, wearing wet or damp clothes, insufficient clothing, sleeping on the ground, and unwholesome food, act in conjunction: and thus the predisposing and exciting causes may be variously combined, according to the very numerous circumstances in which individuals may be placed in a warm climate, and to the various contingencies of locality, weather, season, and temperature, to which they may be exposed.

With regard to its treatment, it may suffice to say, that there are few diseases in which the advantages proceeding from the employment of decided measures, at an early stage of the malady, are more conspicuous. The nature of the disease, and the consequences which generally supervene in its progress, are such as absolutely require early and active measures in its treatment. It is not, either in its essence or its tendencies, like unto many maladies of temperate climates, which will frequently bring about their own cure, if not materially interfered with. On the contrary, if left to nature, or improperly treated, it tends to the disorganization of the viscera, which are its seat, and to the destruction of life. During the earlier periods of convalescence, the utmost attention should be paid to the diet and regimen of patients who have been labouring under either dysentery or fever. The food at first should be chiefly farinaceous, in small quantity, and repeated somewhat often. Care should be taken never to load the stomach. After the patient has been for some time supported by farinaceous articles of diet, with the addition of a little wine, when the energies of the system require such support, the lighter and less heating kinds of meat diet may be given, at first in small quantity. Undue exposure, also, either to the sun or to the night air and dews, or a too sudden return to the habits and regimen usually followed by the patient in health, frequently occasions relapses.

6. CHOLERA.—This terrible malady commences by the patient feeling, for a greater or shorter period, according to circumstances, a sense of general uneasiness and a feeling of heat in the stomach, the pulse being generally quickened, and always oppressed: Mr. Annesley calls this the state of invasion. Accompanying these symptoms, sometimes, but always supervening immediately to them, the patient complains of sickness at the stomach, and an uneasy sensation which seems to invade the whole track of the digestive tube. To this sense of general disorder, and of derangement more

particularly of the alimentary canal, soon succeed a copious evacuation of the stomach and intestines, a sense of exhaustion, of sinking and emptiness, and an irregular spasmodic contraction of the muscles of the lower and upper extremities. The spasms, although they are tolerably general, especially in the extremities where they commence, seldom attack the muscles of the back, loins and face; but the kind of spasm varies much, even in the same patient, in different stages of the disease. With the supervention of spasm, and the evacuation of the alimentary canal, deafness, giddiness, noise in the ears, coldness of the extremities and surface of the body are also present. The skin becomes colder and colder as the disease advances, and is covered with a damp, increasing to a copious, cold, raw moisture, which bedews the shrunk, sodden, and cold integuments, especially of the extremities. The countenance now assumes a contracted or collapsed, cadaverous, and anxious appearance. The eyes are sunk in their sockets, and are surrounded by a livid circle. The pulse becomes first small, quick, oppressed; and afterwards it scarcely can be felt at the wrist. As the disorder advances, the eyes and other features become more sunk. The extremities are perfectly cold, covered with a cold, clammy moisture. The voice becomes feeble, sepulchral, and unnatural; the respiration more and more oppressed, generally quick, and sometimes slow; and the air which the patient expires is cold. During this state, restlessness is generally observable, and is sometimes very urgent; the patient tosses about continually, and evinces the utmost distress. Although he is listless, impatient of disturbance, averse from speaking, and is altogether physically overwhelmed, still he retains his mental faculties to the last hour of his existence, dying generally within twelve, fifteen, twenty, or twenty-six hours from the invasion of the disease.

Mr. Annesley regards Epidemic Cholera as essentially an affection of the nervous system, and considers the diminution

of the nervous power to be the proximate effect of the efficient cause of the disease, that cause being the electrical condition of the air, arising from, or accompanied by, terrestrial exhalations of a kind unfavorable to animal life: he also infers that death in this disease is occasioned in the same way as in drowning, i. e. owing to black, venous blood being sent to the brain, and destroying its influence. Whatever state of atmosphere produces the malady, or whatever predisposes the system to its invasion, Mr. A. is decidedly of opinion, that sudden exposure to cold is its most common exciting cause, owing to the check which it gives to capillary circulation on the external surface of the body.

With regard to the treatment of Epidemic Cholera, Mr. Annesley states that bleeding, when it can be effected, should never be lost sight of; and although opium has been recommended, and generally used in large quantities, he had seen very little good arise from it. Spirits of turpentine as an embrocation, for spasms of the extremities, &c. may be used with decided benefit; but, in his opinion, the warm bath did more harm than good in Epidemic Cholera; and if the heat could be regulated, the vapour bath would be better, but as it cannot, it is both too sudden and too intense. The following is the way in which the disease has been generally treated under his direction:—On first visiting the patient (say about noon), with all the symptoms of cholera, a vein should be immediately opened, and one scruple of calomel, and two grains of opium given in the form of a pill, and followed by a camphor draught. The body and extremities well rubbed with dry flannels made hot, and bottles filled with hot water should be applied to the feet and hands; but if the spasms are severe, spirits of turpentine should be used as an embrocation. In an hour the effect of these remedies will be perceptible, and whether the disease be in any degree arrested, or in progress: if the former, nothing more is to be done till evening, when the calomel pill may be repeated,

and an enema exhibited. The following morning the bowels should be again fully evacuated, and then the patient may be considered safe.

7. **FEVERS.**—Next to the influence of intoxication in disposing the system to the inroads of the exciting causes of fever, is extreme fatigue. Excessive exertion, also, while exposed to the sun, wearing damp or wet clothes, and want of the requisite proportion of sleep, are among the most frequent accessory causes. The same causes which produce continued fever in one person, will often occasion an intermittent in a second, or a remittent in a third; the type of the disease being the effect of the habit, diathesis, and predisposition of the patients, together with the activity and combination of the exciting causes. Excess in the quantity of food, as well as the use of inebriating beverages, also disposes the system to the influence of the external agents of disease. Of all the influences which act upon the system, in disposing it to the injurious impression of the external agents of fever, there are none which act more surely than those which originate in itself, operate internally, and oppress the passions and affections of the mind. Of these, the fear of disease, especially of fever, despondency, grief, anxiety of mind, vexation, disappointment, or whatever tends to lower the mental and vital energies, are among the most remarkable. During the rainy and cold seasons, intermittents and dysentery are prevalent; and during the hot seasons, fevers of a continued type are most frequently observed.

Intermittent fever, in all its forms, occurs amongst Europeans resident in warm climates, and in the natives themselves. It is most frequently met with in those Europeans who have been previously the subject of the continued or remittent forms of fever, and have resided for a longer or shorter time in the country, or, in other words, who have suffered from the seasoning fever. It is most prevalent during the rainy and cold seasons, when marshy exhalations are

abundant, and amongst those in whom the tendency to the inflammatory forms of fever is least remarkable, as in the spare, relaxed, and debilitated, and those who have been suffering from the continued and remittent types of the disease.

Remittent fever is the most prevalent of all the forms of febrile disease occurring in warm climates. It is most frequently observed at the commencement of the rains, and during the hot season, particularly in those who have been resident in the country for some time. It assumes according to the habit and temperament of the patient, the season of the year, and various other accessory and predisposing circumstances, operating in conjunction with the quantity and activity of the exhalations from the soil, in which the disease chiefly originates, different forms, constituting distinct varieties, and requiring a modified method of cure. The pulse is among the most important sources of information in fevers. If it be under one hundred or one hundred and ten, at the same time free, energetic, and regular, the fever may be considered as mild and tractable. On the contrary, if the pulse rise above this number; if it becomes also irregular, tumultuous, or oppressed, especially in the latter stages of the disease, then considerable danger is to be apprehended. On the accession of the paroxysms of fever, the respiration is generally frequent and irregular, and then this state of function is attended with no unfavorable indication. But when an irregular and frequent state of respiration is observed in the course, or during the advanced progress of fevers, considerable danger is evinced, especially if this state is accompanied with a sense of constriction or oppression, or when the breathing is particularly short, hurried, difficult and laborious. Thirst is always great in intertropical fevers; sometimes it is insatiable. This symptom is not of itself indicative of great danger. The absence of thirst, especially when the tongue and

fauces are dry, rough and parched, is always an unfavorable sign. A constant desire for drink, yet the patient drinking little when it is furnished to him, is also an unfavorable symptom. Nausea and vomiting accompany nearly all intertropical fevers. In some cases, nausea when long continued, is a more unfavorable sign than full and free vomiting.

Amongst the best means adapted to the moderation of the cold stage, are the hot or vapour bath, followed by friction of the surface of the trunk and of the extremities, the internal administration of warm stimulants, as camphor, ammonia, ether, warm wine, or brandy and water, and other remedies of the same class. These means generally bring about reaction, or the hot stage, which usually terminates in a spontaneous crisis, generally in a copious perspiration, unless some local affection supervene in the course of the paroxysm, and prevent its full developement. When the vascular action in the hot stage is excessive, the employment of general or local blood-lettings is often serviceable, especially in the plethoric, in those lately arrived in the climate, and the highly fed. When general depletion seems to be too active a measure for the patient's strength, local depletions should be employed, and are always of great benefit. In addition to these, when the skin is hot and dry, the internal use of cooling diaphoretics are always beneficial, and generally promote the speedy supervention of the sweating stage.

With a few general remarks extracted from the Stranger's guide to Calcutta by Mr. Mendes, this chapter may now be brought to a termination.

A stranger should invariably select such food and drink as are free from *fermented acids*, as more danger is to be apprehended from their effects, than from natural acids; he should also rise early, and by retiring early, avoid, at particular seasons, the night dews. Gentle exercise on foot, for an hour or two during the evening, will

be found more congenial to health than lolling on a couch or sleeping, when langour and heat oppresses the mind and body. *Shampooing* is frequently resorted to on such occasions, and no doubt possesses valuable advantages; but when once employed, one can scarcely do without it; hence, however useful, it should be used sparingly. Nothing renders the life of an Indian more miserable than the absence of a *punkah* moving over his head, or the want of *kus-kus tatties*; the former, owing to the number of advocates it has obtained, must possess, to those who accustom themselves to it, the desideratum of cooling the apartment; but we firmly believe that it is possible in India to dispense with all artificial apparatus, as much as it is in the West Indies, excepting the hand *punkah*, to drive away the insects: however, to avoid taking the bull by the horns, or in other words, exciting the censure of critics, we will yield this point, and admit that, provided no actual inconvenience be felt, such as a head-ache ear-ache, or deafness, as a consequence of sitting under a *punkah*, the stranger may indulge: but let him beware when any of these symptoms appear, and further never sleep behind the *kus-kus tatty*. If of a sedentary and studious habit, we advise you to choose the nights, until one o'clock, for study and reading. *Smoking* is a habit which cannot be very injurious, if used moderately, and at fixed times, as nearly the whole population of the southern hemisphere, and a great portion of Europeans, indulge in it to a great extent: but the manner, whether by the segar or hookah, deserves notice. By the former, the same benefit and pleasure are derived, without the probable consequences of smoking what is decidedly injurious to the nervous system: we allude to the baneful influence of many ingredients which are employed to give 'gusto' to the chillum. *Bathing* is a luxury, to which most persons in India are habituated; but from its too frequent use, a great deal of its medicinal virtues are lost, and the body, by a general application,

becomes reconciled to the process without rendering it the service it might obtain, by a partial ablution. That the application of water to the body, daily, is absolutely necessary, I do not doubt; but that such application should be oftener resorted to in one uniform way, appears to me unnecessary; hence I believe, that in 'keeping the head cool,' by having water poured over it, or the feet washed by lukewarm water, the same end will be obtained, with the additional advantage of equalizing the circulation, and securing the head against a 'determination.'

Flannel worn next the skin is an excellent protection against sudden alterations of weather, but should it prove irritating, silk is an excellent substitute. The greatest care should at all times be taken to avoid exposure to the direct rays of the sun. The very name of *coup-de-soleil* implies the suddenness of its attack, while there is scarcely any malady known in India more dangerous in itself, or more distressing in the results it produces.

An easterly wind is the most noxious. Dr. Mc Cosh remarks, "that when the thermometer stands high, it is the most oppressive, as it is the coldest when the thermometer is low; it has also a depressing effect upon the spirits, and frequently causes rheumatism: during its action, meat becomes sooner tainted, both man and beast become more languid and exhausted, and a horse will perspire in half the time while at work, than he would do during any other wind."

G.

EXPENSES OF THE FOREGOING JOURNEY.

It may save some trouble to any one adopting the route described in the narrative contained in the body of this work, if the expenses to which he will be subject are here detailed, scarcely any of which can well be avoided. The following estimate is for an individual; and, as it is assumed he will be on visits to the residents in the various places at which he stops, no expenses, during the periods of those stoppages, are included, though under a final head of sundries will be found comprised the items that the traveller may have to disburse in gratuities to servants, &c. &c.

<i>Miles.</i>	<i>Rupees.</i>
808	
Passage in steam boat, Calcutta to Allahabad..	250
Table-money, say 25 days, at 3 rupees per diem	75
Extras, wines, &c.	60

Concluding that the traveller is without articles for fitting up his cabin in the steamer, he will then require a couch, table, chair, mosquito-curtains, and chillumchee or wash-stand; he will have no use for the first three of these beyond Allahabad; the loss on parting with them at that place may be calculated at..... 20

The mosquito-curtains will always be useful, and can be carried in a petarrah. The chillumchee will be equally serviceable, and can travel behind the palankeen.

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Miles. *Rupees.*

A palankeen should be bought at Calcutta in preference to Allahabad, though it may cost double the price. A very good one, complete in every respect, may be had for..... 100

Freight of the same in the steamer..... 20

Four petarrahs, of the best description, and made to express order, with banghies, say 40

In travelling dawk, the calculation is made for eight bearers, two banghy-burdars, and one mus-sauljee. One banghy-burdar only may be required, when one eleventh part of the following sums will have to be deducted. (See chapter 3.)

80 Dawk-hire—Allahabad to Futtehpore 37

48 Ditto Futtehpore to Cawnpore..... 22

108 Ditto Cawnpore to Mynpoorie..... 50

72 Ditto Mynpoorie to Agra 33

Agra is out of the main road, but there are few travellers who will object to so trifling an extra distance, to obtain a sight of that far-famed city.

56 Dawk-hire—Agra to Allyghur..... 26

It will save six or seven miles to go direct from Agra to Delhi, by way of Muttra, unless the traveller desires to see Allyghur.

84 Dawk-hire—Allyghur to Delhi 39

78 Ditto Delhi to Kurnaul..... 36

55 Ditto Kurnaul to Umballa..... 26

42 Ditto Umballa to Bahr 20

40 Bahr to Simla; for jaumpaun, coolies, &c., unless horses are sent down 15

80 Simla to Nagkanda, and returning 50

This item is given in the event of horses not being available; it comprises jaumpaun for seven days, bearers, coolies, provisions, and liquids,

EXPENSES OF THE FOREGOING JOURNEY. 385

<i>Miles.</i>		<i>Rupees.</i>
	and, indeed, every thing but the khidmutghar and cook, who must be borrowed, as they cannot be hired for a short period.	
40	Simla to Bahr, as before.....	15
83	Dawk-hire—Bahr to Loodianna	39
79	Ditto Loodianna to Ferozepore	36
	Nearly eight hundred miles have thus been travelled by dawk; the number of stages may be calculated at eighty, and the gratuity to bearers at eight annas for each stage, will amount to...	40
500	Ferozepore to Sukkur; 3 months boat-hire at 44	132
	Thatched house for living in	20
	Provisions and liquids for fifteen days, say	52
	Servant's wages, ditto, ditto, and for his return	24
400	Sukkur to the sea; boat hire for two months and a half, as before	110
	Couch, table, chair, knives, forks, plates, dishes, cooking-utensils, and similar absolute necessities, all of the cheapest kind, being required only for a few days.....	36
	Provisions and liquids for seven days, ditto....	24
450	Boat-hire, mouth of the Indus to Bombay.....	60
	Provisions, &c. for six days.....	20
	Servant for ditto	10
	(No calculations are made for any expenditure in Bombay.)	
3000	Bombay to Suez.....	*800
		<u>2337</u>
	say....	£ 234

* There is a diminution in this charge since the 1st January, 1842, as will be found duly noted in a subsequent chapter.

386 EXPENSES OF THE FOREGOING JOURNEY.

230	Suez to Alexandria.....	15
3300	Alexandria to Southampton.....	45
	Sundries	26
<hr/> 9633 miles		<hr/> £320

H.

DISTANCE TABLES.

The following Tables are principally compiled from the Poly-metrical Tables of the late Captain Taylor of the Madras Army; from Major Garden's revised routes and stages; from Hamilton's East India Gazetteer; and from the very useful map of routes and distances lately published by Messrs. Allen and Co. The distances are in English miles.

<i>Names of Places.</i>	<i>Calcutta, to</i>	<i>Madras, to</i>	<i>Bombay, to</i>	<i>Presidency, District, or Territory.</i>
Agra	796	1238	754	North West Prov.
Ahmedabad . .	1219	1050	354	Bombay
Ahmednuggur .	1033	664	162	The Nizam's
Ajmere	1024	1270	675	Rajpootana
Akyab	548	1611	1745	Ava
Allahabad . .	498	1151	831	Bengal
Allyghur . . .	816	1321	810	N. W. Provinces
Almorah	896	1443	1013	N. W. Provinces
Alwur	906	1348	864	Rajpootana
Arcot	1085	71	715	Madras
Arnee	1104	81	732	Madras
Arracan	598	1661	1795	Ava
Arrah	401	1282	1047	Bengal
Asseerghur . .	994	779	162	Bombay
Attock	1499	1970	1466	Punjaub
Aurungabad . .	963	690	215	The Nizam's
Azimghur . . .	475	1253	1018	Bengal
Backergunge . .	120	1183	1305	Bengal
Baitool	767	803	541	Bengal
Balasore. . . .	148	915	1251	Bengal
Bancoorah . . .	101	1094	1206	Bengal
Banda	613	1102	771	N. W. Provinces
Bangalore . . .	1161	205	663	Rajah of Mysore
Bar	337	1331	1097	Bengal
Bareilly	782	1329	913	N. W. Provinces

<i>Names of Places.</i>	<i>Calcutta, to</i>	<i>Madras, to</i>	<i>Bombay, to</i>	<i>Presidency, District, or Territory.</i>
Baroda . . .	1235	997	281	Bombay
Barrackpore . .	16	1079	1201	Bengal
Bassein . . .	1217	789	38	Bombay
Bauleah . . .	153	1216	1338	Bengal
Beeda . . .	1052	488	356	The Nizam's
Beejapore . . .	1173	482	280	Bombay
Belgaum. . .	1294	519	318	Bombay
Bellary . . .	1090	316	446	Madras
Benares . . .	428	1151	927	Bengal
Berhampore . .	118	1181	1303	Bengal
Berhampore . .	382	682	1015	Madras
Bhaugulpore . .	268	1331	1205	Bengal
Bhawulpore . .	1417	1888	1275	Bhawulpore
Bhewndy . . .	1202	774	34	Bombay
Bhoj. . .	1324	1281	587	Cutch
Bhopal . . .	848	944	492	Bhopal
Bhurtpore . . .	835	1277	793	N. W. Provinces
Bikaneer . . .	1175	1420	825	Rajpootana
Bilsah . . .	802	990	538	Scindia's
Bimlipatam. . .	537	521	854	Madras
Bishnath . . .	578	1641	1763	Assam
Bolarum . . .	977	413	449	Madras
Bombay. . .	1185	763		Bombay
Boolundshuhur .	856	1361	850	N. W. Provinces
Boondee. . .	1012	1249	646	Rajpootana
Broach . . .	1285	917	241	Bombay
Burdwan . . .	76	1139	1261	Bengal
Buxar . . .	401	1239	1004	Bengal
Cabool . . .	1729	2200	1696	Affghanistan
Calcutta . . .		1063	1185	Bengal
Calicut . . .	1374	418	672	Madras
Calpee . . .	651	1165	803	N. W. Provinces
Cambay . . .	1285	1047	331	Bombay
Candahar . . .	2036	2165	1471	Affghanistan
Cannanore . . .	1375	419	613	Madras
Catmandhoo . .	554	1484	1250	Nepaul
Cawnpore . . .	628	1200	854	N. W. Provinces
Chandernagore .	24	1087	1209	Bengal (French)
Chicacole . . .	498	567	900	Madras
Chingleput . . .	1111	48	765	Madras
Chinsurah . . .	27	1090	1212	Bengal
Chirra Poonjee .	360	1423	1545	Bengal
Chittagong . . .	342	1405	1527	Bengal
Chittledroog . .	1215	343	496	Rajah of Mysore
Chittoor . . .	1079	96	685	Madras
Chunar . . .	433	1146	952	Bengal

<i>Names of Places.</i>	<i>Calcutta, to</i>	<i>Madras, to</i>	<i>Bombay, to</i>	<i>Presidency, District, or Territory.</i>
Chuprah . . .	414	1299	1064	Bengal
Cochin . . .	1441	437	772	Travancore
Coel . . .	816	1321	810	N. W. Provinces
Coimbatore . .	1319	315	746	Madras
Comillah . . .	238	1301	1423	Bengal
Condapilly . .	797	285	599	Madras
Coringa . . .	720	403	736	Madras
Cuddalore . . .	1170	110	816	Madras
Cuddapah . . .	1107	166	596	Madras
Cuttack . . .	248	815	1151	Bengal
Dacca . . .	187	1250	1372	Bengal
Dadur . . .	1980	1937	1243	Beloochistan
Damaun . . .	1292	807	131	Bombay
Dapoolie . . .	1206	622	121	Bombay
Darjeeling . . .	391	1454	1576	Bengal
Deesa . . .	1299	1147	451	Bombay
Dehra . . .	1019	1518	1025	N. W. Provinces
Delhi . . .	900	1372	868	N. W. Provinces
Dharwar . . .	1299	468	351	Bombay
Dholpore . . .	830	1201	717	N. W. Provinces
Dhoolia . . .	1055	806	208	Bombay
Dinajepore . . .	238	1301	1423	Bengal
Dinapore . . .	376	1337	1072	Bengal
Dindigul . . .	1315	270	819	Madras
Dowlatabad . .	970	697	222	The Nizam's
Dum Dum . . .	8	1071	1193	Bengal
Ellichpore . . .	792	828	473	Madras
Ellore . . .	748	315	648	Madras
Etawah . . .	719	1221	764	N. W. Provinces
Ferozepore . . .	1188	1659	1155	N. W. Provinces
French Rocks . .	1196	240	698	Madras
Furruckabad . .	722	1257	892	N. W. Provinces
Futtehpore . . .	578	1231	911	N. W. Provinces
Futtyghur . . .	717	1252	887	N. W. Provinces
Ganjam . . .	364	699	1032	Madras
Ghazeepore . . .	431	1209	974	Bengal
Ghuznee . . .	1816	2113	1611	Affghanistan
Girishk . . .	2110	2239	1545	Affghanistan
Goa . . .	1359	573	318	Bom. (Portuguese)
Golconda . . .	965	401	437	Madras
Gooty . . .	1036	262	500	Madras
Goruckpore . . .	525	1273	1038	Bengal
Gowahatty . . .	455	1518	1640	Assam

<i>Names of Places.</i>	<i>Calcutta, to</i>	<i>Madras, to</i>	<i>Bombay, to</i>	<i>Presidency, District, or Territory.</i>
Gowalpara . .	453	1473	1631	Assam
Gundava . .	1911	1868	1174	Beloochistan
Guntoor . .	807	255	617	Madras
Gurrawarra . .	755	934	573	Bengal
Gwalior . .	782	1164	680	N. W. Provinces
Gyah . .	298	1259	1165	Bengal
Hansi . .	995	1476	880	N. W. Provinces
Hattrass . .	827	1269	785	N. W. Provinces
Hazareebaugh .	239	1200	1106	Bengal
Herat . .	2407	2536	1842	Herat
Hidjee . .	55	1118	1240	Bengal
Hissar . .	1010	1491	895	N. W. Provinces
Honore . .	1372	546	414	Madras
Hooghly . .	28	1091	1213	Bengal
Hurdwar . .	1028	1527	1034	N. W. Provinces
Hursole . .	1273	1053	358	Bombay
Huryhur . .	1203	393	446	Rajah of Mysore
Hussingabad .	864	900	466	Bengal
Hyderabad . .	962	398	434	The Nizam's
Hyderabad . .	1610	1567	787	Sinde
Indore . .	965	979	378	Bengal
Injeram . .	720	403	736	Madras
Jafferabad . .	903	681	275	The Nizam's
Jaulnah . .	932	651	253	Madras
Jaunpore . .	473	1196	972	Bengal
Jelalabad . .	1632	2103	1599	Affghanistan
Jelasore . .	113	950	1286	Bengal
Jessore . .	62	1125	1247	Bengal
Jorhath . .	648	1711	1833	Assam
Jubbulpore . .	700	879	674	Bengal
Juggurnauth .	311	719	1052	Bengal
Jumalpor . .	301	1321	1479	Bengal
Jungypore . .	140	1203	1325	Bengal
Jypore . .	921	1352	757	N. W. Provinces
Kaludjee . .	1223	453	314	Bombay
Kamptee . .	686	722	517	Madras
Kedgerree . .	50	1113	1235	Bengal
Kelat . .	2091	2048	1354	Beloochistan
Khaira . .	1204	1029	334	Bombay
Khasgunge . .	856	1298	814	N. W. Provinces
Khytul . .	1014	1513	988	Protected Sikhs
Kishnaghur . .	62	1125	1247	Bengal
Kishnaghurh .	1004	1280	685	Rajpootana

DISTANCE TABLE.

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<i>Names of Places.</i>	<i>Calcutta, to</i>	<i>Madras, to</i>	<i>Bombay, to</i>	<i>Presidency, District, or Territory.</i>
Kolapore . . .	1245	584	228	Bombay
Kotah . . .	982	1219	616	Bengal
Kurnaul . . .	978	1477	952	N. W. Provinces
Kurnool . . .	981	317	555	Madras
Kurrachee . . .	1610	1567	873	Sinde
Lahore . . .	1241	1712	1208	Punjaub
Landour . . .	1041	1540	1047	N. W. Provinces
Larkhana . . .	1800	1757	1063	Sinde
Loodianna . . .	1103	1574	1070	N. W. Provinces
Lucknow . . .	619	1253	907	Oude
Madras . . .	1063		763	Madras
Madura . . .	1337	292	858	Madras
Mahableshwur . . .	1163	639	130	Bombay
Mahidpore . . .	1021	1035	434	Scindia's
Malda . . .	198	1261	1383	Bengal
Mallagaum . . .	1058	774	175	Bombay
Mangalore . . .	1359	436	524	Madras
Masulipatam . . .	797	322	654	Madras
Meerut . . .	906	1405	912	N. W. Provinces
Mhow . . .	980	961	360	Bengal
Midnapore . . .	69	994	1116	Bengal
Mirzapore . . .	455	1124	890	Bengal
Monghyr . . .	301	1364	1238	Bengal
Moonegallah . . .	862	298	534	Madras
Moorahedabad . . .	123	1186	1308	Bengal
Moradabad . . .	842	1388	916	N. W. Provinces
Mullye . . .	476	1437	1172	Bengal
Mundlairsir . . .	910	991	330	Bengal
Munseepoor . . .	494	1557	1679	Assam
Mussoorie . . .	1039	1538	1045	N. W. Provinces
Muttra . . .	831	1273	789	N. W. Provinces
Muruffernugur . . .	960	1432	928	N. W. Provinces
Mynpooree . . .	735	1307	825	N. W. Provinces
Mysore . . .	1245	290	635	Madras
Nagore . . .	1233	173	921	Madras
Nagpore . . .	677	713	508	Rajah of Nagpore
Nassick . . .	1013	740	115	Bombay
Neemuch . . .	1049	1119	516	N. W. Provinces
Negapatam . . .	1246	187	888	Madras
Nellore . . .	952	111	684	Madras
Nuddeah . . .	60	1123	1245	Bengal
Nusseerabad . . .	1018	1255	660	N. W. Provinces
Odeypore . . .	1139	1209	606	Rajpootana

<i>Names of Places.</i>	<i>Calcutta, to</i>	<i>Madras, to</i>	<i>Bombay, to</i>	<i>Presidency, District, or Territory.</i>
Ongole . . .	873	189	642	Madras
Oojein . . .	997	1011	410	Scindia's
Ootacamund . .	1342	338	722	Madras
Oude	566	1289	986	Oude
Palamcottah . .	1435	390	957	Madras
Palaveram . . .	1083	20	783	Madras
Paneput	950	1412	918	N. W. Provinces
Panwell	1164	742	21	Bombay
Patna	369	1299	1065	Bengal
Paulghaut . . .	1350	346	754	Madras
Peshawur . . .	1543	2014	1510	Punjaub
Pondicherry . .	1157	98	803	Madras (French)
Poonah	1107	667	94	Bombay
Poonamallee . .	1075	12	775	Madras
Pooree	311	719	1052	Bengal
Porto Novo. . .	1180	120	826	Madras
Pulicat	1086	23	786	Madras
Purneah	248	1311	1433	Bengal
Quetta	2066	2023	1329	Beloochistan
Quilon	1500	454	859	Madras
Rajahmundry . .	690	373	706	Madras
Rajcote	1383	1153	458	Bombay
Rajmahal	203	1256	1378	Bengal
Ramnad	1407	362	928	Madras
Rungpore	271	1334	1456	Bengal
Rutnagherry . .	1320	690	198	Bombay
Saharunpore . .	978	1477	984	N. W. Provinces
Salem	1221	217	747	Madras
Samulcottah . .	664	404	737	Madras
Sattarah	1180	609	163	Rajah of Sattarah
Saugor	742	964	602	Bengal
Secrora	614	1337	1113	Oude
Secunderabad . .	962	398	434	Madras
Seetapore	670	1304	958	Oude
Sehore	873	960	467	Bhopal
Sehwun	1700	1657	963	Sinde
Seonee	751	787	582	Bengal
Seringapatam . .	1236	281	626	Rajah of Mysore
Shahabad	401	1282	1047	Bengal
Shahjehanpore .	735	1320	936	N. W. Provinces
Sholapore	1162	534	246	Bombay
Simlah	1112	1611	1086	N. W. Provinces
Soobathoo . . .	1088	1587	1062	N. W. Provinces

<i>Names of Places.</i>	<i>Calcutta, to</i>	<i>Madras, to</i>	<i>Bombay, to</i>	<i>Presidency, District, or Territory.</i>
Sudiya . . .	781	1844	1966	Assam
Sukkur . . .	1641	1745	1051	Sinde
Sultanpore . .	440	1163	939	Bengal
Sultanpore . .	531	1254	1030	Oude
Surat . . .	1232	867	191	Bombay
Sylhet . . .	332	1395	1517	Bengal
Tanjore . . .	1257	212	871	Madras
Tannah . . .	1198	764	24	Bombay
Tattah . . .	1552	1509	815	Sinde
Tellicherry . .	1362	407	628	Madras
Tezporé . . .	547	1610	1732	Assam
Tinnevely . . .	1435	390	957	Madras
Tipperah . . .	238	1301	1423	Bengal
Titalya . . .	341	1404	1526	Bengal
Tranquebar . .	1220	160	908	Madras (Danish)
Tritchinopoly .	1254	209	835	Madras
Trivand. um . .	1536	491	904	Travancore
Tuticorin . . .	1470	425	492	Madras
Umballah . . .	1033	1532	1007	Protected Sikhs
Umritsir . . .	1193	1664	1160	Punjaub
Vellore . . .	1100	86	700	Madras
Vikkur . . .	1499	1456	762	Sinde
Vingorla . . .	1374	599	289	Bombay
Vizagapatam . .	557	501	834	Madras
Vizianagram . .	547	531	864	Madras
Wallajabad. . .	1143	40	803	Madras

No. 2.

DISTANCES FROM CALCUTTA TO CAWNPORE, RIVER ROUTE.

<i>Names of Places.</i>	<i>Distance.</i>		<i>Distance from Fort William.</i>	<i>On Right or Left Bank.</i>
	<i>M.</i>	<i>F.</i>		
Cossipore, . . .	5	4	5½	Left.
Sooksur, . . .	4	4	10	Left.
Tettahgurrh, . . .	4	0	14	Left.
Barrackpore, . . .	1	4	15½	Left.

Names of Places.	Distance.		Distance from Fort William.	On Right or Left Bank.
	M.	F.		
Pulta Ghat,	4	4	20	Left.
Ishapore,	1	0	21	Left.
Chandernagore,	3	0	24	Right.
Chinsurah,	3	0	27	Right.
Hooghly,	1	4	28½	Right.
Bandel,	1	0	29½	Right.
Haleeshur,	1	4	31	Left.
Bansberia,	1	6	32½	Right.
Nya Serai,	4	2	37	Right.
Sook Sagur,	6	0	43	Left.
Ballahgurhee,	6	0	49	Right.
Santipore,	8	0	57	Left.
Kulna,	7	4	64½	Right.
Mirzapore,	4	0	68½	Right.
Nuddeah,	12	0	80	Right.
Bailpokreah,	6	0	86	Left.
Baladunga,	5	0	91½	Left.
Burgatchea,	2	0	93	Left.
Dum-Duma,	9	0	102½	Right.
Augurdeep,	8	4	111	Right.
Dewangunge,	5	4	116½	Right.
Kutwa,	4	0	120½	Right.
Seetahuttee,	4	4	125	Right.
Hureenatpore,	3	4	128½	Left.
Kagdeepara,	5	4	134	Right.
Plassee,	1	4	135½	Left.
Magunpara,	3	4	139	Left.
Doudpore,	6	0	145	Left.
Kamnugur,	1	2	146½	Right.
Komeerpore,	3	2	149½	Left.
Rungamuttee,	6	0	155½	Right.
Berhampore,	5	4	161	Left.
Moorsheadabad,	5	4	166½	Left.
Jaffergunge,	2	0	168½	Left.
Azeemgunge,	3	0	171½	Right.
Beernugur,	1	4	173	Right.
Gysabad,	4	0	177	Right.
Balagatchee,	4	4	181½	Right.
Koolgatcha,	9	4	191	Left.
Mahmoodpore,	2	4	193½	Right.
Shazadpore,	3	2	196½	Left.
Chunka,	1	4	198½	Right.
Jungeepore,	2	0	200½	Left.
Kiddurpore,	1	0	201½	Right.
Futulapore,	5	4	206½	Right.
Sootee,	3	4	210½	Right.
Chokah,	11	0	221½	Right.

Names of Places.	Distance.		Distance from Fort William.	On Right or Left Bank.
	M.	F.		
Mohungunge,	3	0	224½	Right.
Furuck ka Thana,	9	0	233½	Right.
Bhagnugur,	3	0	236½	Left.
Chandpara,	6	0	242½	Left.
Rajmahal,	7	0	249½	Right.
Mussaha,	8	0	257½	Right.
Sickree,	11	0	268½	Right.
Purtabgunge,	14	0	282½	Right.
Peerpointee,	7	0	289½	Right.
Putta Ghatta,	14	0	303½	Right.
Colgong,	6	0	309½	Right.
Hybutgunge,	4	0	313½	Right.
Bhaugulpore,	13	0	326½	Right.
Bissoonee,	15	0	341½	Left.
Jehangeera Rocks	5	4	346½	Right.
Sooltangunge,	0	6	347½	Right.
Monghyr,	24	0	371½	Right.
Russoolpore,	8	0	379½	Right.
Soorajgura,	10	0	389½	Right.
Gungapersad,	14	0	403½	Left.
Deriapore,	4	0	407½	Right.
Mookaya,	5	0	412½	Right.
Mokra,	5	0	417½	Right.
Bar,	11	0	428½	Right.
Julgobin,	3	0	431½	Right.
Rancee Serai,	6	0	437½	Right.
Bukhteearpore,	4	0	441½	Right.
Ruttunpore,	6	0	447½	Right.
Phoolbarea,	4	0	451½	Right.
Futwa,	2	4	454½	Right.
Patna, (Centre of)	10	0	464	Right.
Dinapore,	12	0	476	Right.
Cheeran,	14	0	490	Left.
Revelgunge,	14	0	504	Left.
Peepurpointee,	11	0	515	Right.
Berjah,	3	0	518	Right.
Bhorunpore,	4	0	522	Left.
Madoopore,	5	0	527	Right.
Purboodpore,	5	0	532	Left.
Gay Ghat,	9	0	541	Right.
Dubowlee,	4	0	545	Right.
Bhulea,	7	0	552	Left.
Kaisoobpore,	4	4	556½	Right.
Buxar,	10	0	566½	Right.
Kurruntadee,	0	6	567½	Left.
Chounsah,	7	0	574½	Right.
Baree,	2	0	576½	Left.

Names of Places.	Distance.		Distance from Fort William.	On Right or Left Bank.
	M.	F.		
Ghospore,	14	0	590½	Left.
Ghazeepore City, . . .	8	0	598½	Left.
Ghazeepore Cantt., . .	3	0	601½	Left.
Bairea,	6	0	607½	Left.
Zimaneah,	4	0	611½	Right.
Boorainee,	9	0	620½	Right.
Sanowlee,	4	0	624½	Right.
Chochuckpore,	1	0	625½	Left.
Thanapore,	4	4	629½	Right.
An Indigo Factory, . .	1	0	630½	Right.
Deochunpore,	6	0	636½	Left.
Saidpore,	5	0	641½	Left.
Kytee,	4	0	645½	Left.
Chandrowtee,	2	4	648½	Left.
Bullooa,	5	0	653½	Right.
Misrowlee,	3	0	656½	Left.
Marowa,	3	0	659½	Right.
Kytee,	3	0	662½	Right.
Shewar,	4	4	666½	Left.
Koondee,				Right.
Benares, Raj Ghat, . .	3	0	669½	Left.
Ramnugur,	4	0	673½	Right.
Sooltanpore Cantt., . .	14	0	687½	Left.
Chunar Fort,	4	0	691½	Right.
Chunka,	7	4	699½	Right.
Kutchwa,	6	4	705½	Left.
Budowlee,				Right.
Bhowgaon,	8	4	714½	Left.
Peepragaon,	4	0	718½	Right.
Mirzapore, Cantt., . .	1	2	719½	Right.
Mirzapore, City, . . .	1	6	721½	Right.
Bindachun,	5	0	726½	Right.
Buboora,	4	0	730½	Right.
Rampore,	3	4	733½	Left.
Bahaderpore,	2	0	735½	Left.
Gopalpore,	1	2	737	Left.
Noagaon,	1	6	738½	Right.
Goura,	4	0	742½	Right.
Nugurda,	3	4	746½	Left.
Bareepore,	3	0	749½	Left.
Misurpore,				Right.
Khyra,	3	0	752½	Right.
Deega,				Left.
Gogaon,	4	4	756½	Right.
Kutchwa,				Left.
Bhourubpore,	2	0	758½	Right.
Mahewa,	4	0	762½	Right.

Names of Places.	Distance.		Distance from Fort William.	On Right or Left Bank.
	M.	F.		
Aleepora,	4	0	766½	Right.
Jeerah,	2	4	769½	Right.
Mahadeopore,	1	4	770½	Left.
Burgudda,	1	0	771½	Left.
Mundura,	1	0	772½	Right.
Bijowlee,	2	0	774½	Left.
Lutcheeagurhee,	2	0	776½	Left.
Puranpoora,	3	0	779½	Right.
Pukree,	2	0	781½	Right.
Bijowree,	1	4	783½	Right.
Sirsah,	2	0	785½	Right.
Luktaha,	3	4	788½	Right.
Dum Duma,				Left.
Deeha,	7	0	795½	Right.
Knbara,	1	4	797½	Right.
Monaya,	2	2	799½	Right.
Allahabad Fort,	9	0	808½	Right.
Daragunge,	1	4	810	Right.
Papamow,	5	4	815½	Right.
Kankara,	7	0	822½	Left.
Singapore,	13	0	835½	Left.
Jehanabad,	3	4	839	Left.
Kurrah,	17	0	856	Right.
Manickpore,	5	4	861½	Left.
Kantoah,	4	0	865½	Right.
Bandarpore,	4	0	869½	Right.
Jurrah,	5	0	874½	Right.
Ramnuggur,	5	0	879½	Right.
Doogdoogy,	2	4	882	Right.
Dalmow,	13	0	895	Left.
Gopalpore,	3	0	898	Right.
Bittorah,	8	0	906	Right.
Lahenee,	11	0	917	Right.
Mohear,	3	4	920½	Right.
Sirajpore,	4	4	925	Right.
Nujifgurh,	10	0	935	Right.
Rajapore,	5	0	940	Right.
Jaujmow,	9	0	949	Right.
Cawnpore,	5	0	954	Right.

No. 3.

DISTANCES FROM CALCUTTA TO CAWNPORE BY
THE SUNDERBUNDS.

Names of Places.	Distance.		Distance from Fort William.	On Right or Left Bank.
	M.	F.		
Tollygunge,	5	0	5	—
Guryahat,	4	0	9	—
Tollyabad,	3	0	12	—
Tarda,	8	0	20	—
Pulta,	6	0	26	—
Ballagatchee,	1	0	27	—
Budurtulla,	1	0	28	—
Bussuntpore, Dum-Dum,	44	0	72	—
Asosoonnee,	19	0	91	—
Katlee,	2	0	93	—
Taika,	3	0	96	—
Goraghat,	1	4	97½	—
Koolna,	50	4	148	—
Aleepore,	4	4	152½	—
Choukhola,	9	4	162	—
Gopalgunge,	14	0	176	—
Kupmareea,	11	0	187	—
Potturghatta,	5	0	192	—
Koolna,	3	0	195	—
Jalnugur Kurukdee,	8	0	203	—
Kaleegunge,	3	0	206	—
Tide limit,	12	4	218½	—
Margunge,	34	0	252½	—
Moolgunge,	5	0	257½	—
Rokesa,	7	0	264½	—
Commercolly,	6	0	270½	—
Kooshtee,	11	0	281½	—
Damadoola,	9	0	290½	Right.
Hurrysunker,	17	0	307½	Right.
Head of Jellinghee,	11	0	318½	Right.
Surdah,	18	0	336½	Left.
Nuwabgunge,	13	0	349½	Left.
Bogwangola,	11	0	360½	Right.
Mohanagunge, at head of Bhauguretty,	41	0	401½	Right.
Furrukhka Thana,	9	0	410½	Right.
Bhagnugur,	3	0	413½	Left.
Chandpara,	6	0	419½	Left.
Rajmahal,	7	0	426½	Right.
Hence to Cawnpore, as in No. 2.	704	4	1131	

I.

VOCABULARY OF THE EGYPTIAN DIALECT OF THE ARABIC LANGUAGE.

IN the following vocabulary,

gh is pronounced in the throat, with the sound which in the north of England is called the *bur*.

kh is the German *ch* in *nacht*, *kroch*.

g as in *get*, *got*; but the words in which this letter is used are spelled with a *jeem*, and this in many provinces is pronounced like our *j*.

An *apostrophe* supplies the place of *ayn*, and gives a sound not unlike the stop after the *re* in such a word as *re-animate*.

d is sounded like *a* in *far*.

e like *e* in *there*, or in *bed*.

y like *y* in *style*.

Our English verbs *be* and *have*, can neither of them be translated literally in Arabic. *Be* is wholly omitted (see instances in the collection of phrases); *have* is turned by *with me*, *with thee*, &c.; as, I have a book. With me [is] a book. This substitute is thus translated in Arabic:

With me,	'end nee.	With us,	'end ná.
With thee,	'endak.	With you,	'endkom.
With him,	'endho.	With them,	'endhom.

The same pronouns are used, and in the same manner, with the prepositions, *men*, *from*; *elá*, *towards*; *alá*, *upon*; *fee*, *in*; *fouq*, *above*; *taht*, *under*; *koddám*, *before*; *wará*, *be-*

hind; lágl, on account of; byn, between; bedal, for; ma', with; belá, without, and some others—and also after the active verb.

The present and perfect tenses of the verb are formed thus :

Afkod, I desire—nefkod, we desire.

Tefkod (mas.), }
Tefkodee (fem.) } thou desirest—tefkodoo, you desire.

Yefkod, he }
Tefkod, she } tefkodoo, they desire.

Fakadto, I desired—fakadná, we desired.

Fakadt (mas.), } thou desiredst—fakadtom, you desired.

Fakadtee (fem.) } —fakadoo, they desired.

Fakadet, she desired—fakad, he desired.

It will be noticed, that many of the nouns have their plurals attached, and that these vary considerably in form. The irregular formation of the plural (broken plural as it is called in Arabic grammar) is one of the most singular points of the language.

The few sentences following are given chiefly as *models*, which, by varying the noun or verb used, may be much extended; and it is hoped, with the assistance of the vocabulary, and the grammatical sketch just given, may serve for as much intercourse with the natives, as is strictly necessary in a country where Arabic is spoken.

From———to, men———ilá.

It is five days since he went—lho khamsah youm ellee ráh.

He came to whisper to me—já waswasnee.

We have approached the town—kárebná lelmedeenah.

Tell me—ehkee lee.

What have you suffered—ysh hoo ellee hamalt ent.

He has arrived to us—wasal lendná.

You shall pay me—ent btoufeenee.

He is industrious—houe sháter.

What are you doing?—ysh btamel ente?

How are you?—ysh hálek? kyf hálek.

If you can—en kán ente btekáder.

I cannot do it—lam káder 'amelho shee.

That does not concern me—hadá ma baká shoghlee.

There cannot be—má byemken yekoon.

I am tired out—aná daef bkoll gasadee.

Don't do that—lá tamel de.

Why have we broken?—ly sebeb nahn katand?

I have left *this affair*—*khalyto deshshogl*.

I only labour for your good—aná lam ashghal ellá lagl
nefak.

That does not please me—hadá má yagebnee shee.

Take care of yourself—deer bálak lhálek.

You cannot—ent má btekáder.

Nobody contradicts you—má aheadán byodádedak..

What have you to do with him?—ysh lek shoghl ent maho.

I have not slept all the night—Má hasanto nám ellyl.

* I mean to set out the day after to-morrow—be kháteree sáfer ba'ad ghadat.

He is not rich—ma hooe ghánee.

So—

I am not—*má aná.*

Thou art not—má ente (mas.).

má entee (fem.).

She is not—má heeye.

We are not—má nahno.

You are not—má entoom.

They are not—má hom.

How much have you paid for it?—b'kam eshtaryt ho.

Come hither—gánab nee.

Stay for me, him, them, us, &c.—kaf lee, leho, lehom, lená, &c.

Stir the fire—tarattab ennár.

I have tasted the wine—dokto ennebeed.

EGYPTIAN VOCABULARY.

To be able	kadar	Back	dahr pl. dohoor
Above	fouk	Bacon	laham alkhan-zeer
To accompany	shá	Bad	kabeeh
According to	alá kadr	Bake	tabakh
On account of	liagl má	Baker	khabbáz
Address of a letter	alwán	Bale	bálat pl. bálat
Adieu	fee amán allah	Bank	shatt pl. shatoot
After	ba 'd	Basin	houz pl. ahwáz
Aga	agá	Basket	koffat
Again	kamán, ydá	Barley	shaeer
Agent	wakeel	Barley-water	shorbat
All	koll	Bath	hammám pl. hammámát
Almond	ouzat	Bathe	istahamm
Almost	ella kaleel	Beat	darab
Alone	wahd	Bean	fool
Already	ba 'dá	Beautiful	jameel
Ambassador	morsool	Because	liagl má
Among	byn	Bed	farah pl. faroosh
Anchor	khatáf pl. khatá-teef	Before	kabl
And	akhirat	Believe	aman
Be angry	kadab	Belly	nákoos pl. ná- wákees
Answer (to)	gáb	Behind	ilá khaláf
Ape	kerd pl. korood	Bind (a book)	safar
Apothecary	ma 'joonjee	Bird	tyr pl. toyoor
Apple	teffáh	Blade	safechat pl. sa- fáyah
Approach	karab	To bleed	fasad
Arabia	beld al arab	Blow	habb
Arm	saláh pl. aslahat	Blue	azrek
Army	gysh pl. goyoosh	Boil	salak
Arrive	wasaí	Bookseller	bayyá lkotob
Art	sená 'at pl. sená ye'	Bone	'adm pl. a'dám
Artichoke	harshoof	Boot	gezmat pl. gez- mát
At	ila'fee	Bosom	hedn pl. ahdán
At last	akheerá	Bottle	kázáz or kázoo- zat pl. kázázát
Attack	hárab	Bow	kous pl. akwás
Aas	hemár pl. homor	Box	hokkat
Asparagus	halyoon	Boy	sabiyy pl. sabiy- yán
Assembly	gamáat		
Aunt	ammat		
Axe	kadoom pl. ko- dom		

Brain	demágh pl. ad-meghat	Chair	korsees pl. korá-see
Branch	far'	Chaloupe	felookat pl. felá-yik
Brandy	harkee	Chamber	byt pl. bayoot
Bread	khobz	Change	badal
Break	kassar	Cheek	khaddat
Breakfast	fatar	Cheese	jaban
Breathe	tanaffas	Cherry	habb al molook
Breeches	sarwál pl. sará-weel	Chcse	shatrang
Bridge	kantarat	Chin	dakan pl. adkán
Bridle	legám pl. logom	Chisel	menkásh
Bridle	'enan pl. 'onon	Chocolate	shoklát
Bring	ahdar	Choose	ekhtár
Brother	akhoo pl. akhooon	Christian	nesránee
Buckler	tora pl. atrás	Church	kaneesat pl. ka-náyes
Bull	tour pl. teerán	Citron	leemoon
To burn	shaal	Clad	molabbes
Bury	dafan	Cloth	kamásh gookh
But	walakin	Coal	fahm
Butcher	gazzár	Coast	gahat pl. gahát
Butter	sobdat	Cock	deek pl. doyoook
To buy	ishtará	Coffee	kahwat
Buying	mashtará	Cold	báred
By	bi or b' before the word	Cold in the head	zakám
Cable	habal pl. ahhál	Column	'amood pl. 'awá-meed
Calf	'egl pl. 'ogool	Comb	mesht pl. meshát
Call	nadá	Come	já
Camel	gaml pl. gemál	Common	moojood
Camp	me'asker	Companion	sáhib pl. as'háb
Wax candle	sham'at pl. sha-m'át	Compass	barkár
Candle	sham'at ash-shahm	Confectioner	halwánee
Cannon	medfa'	Confectionary	halwat
Cap or hat	tarboosh pl. tarábeesh	Consul	kansool pl. kan-ásil
Captain	ráyis pl. riyás	Content	káni'
Carat	keerat pl. káráreet	Copt	kabtes
Caravan	kafilat pl. kawáfí	Copyist	nákil
Caravanserai	khán	Cord	habl pl. habál
Carpet	farsh pl. foroosh	Cost	istakám
Cat	katt pl. katát	Cotton	kotn
Cataract	shalálat	Cover	ghattá
Cauliflower	kambeet	Cough	so'ál
Cause	sebab	Country	belad pl. boldán
Cease	wafá' 'faragh	Cow	bokrat
Cellar	khazánat	Crab	sartán
Certain	hakk	Crape	barangak
Chain	selselat	Crime	damb pl. donoob
		Crimson	kermex
		Crockery	fakhár

Cross a river	'abar	Ear	odn pl. adán
Crow	goráb pl. gorbán	Earth	ard
Crown (money)	shakat pl. shokoot	East	shark
Crumb	kalbal khobz	Easy	sahl
Crust	kors pl. koroos	Eat	akal
Cry	sáh	Egg	bydat pl. byd
Cucumber	khayár	Egyptian	misree
Cup	tásat	Eight	temániyat
Cure	dáwá	Elephant	feel pl. a'yál
Custom	'ádat pl. 'ádát	Embark	rakab al merkab
Cut	kata	Emerald	zomard
Dance	rakas	Enamel	laff
Danger	khatar pl. akhtár	End	tarf pl. atráf
Dart	noshábat	Endorse	katab 'ala dahr-ho
Date (time)	táreekh	Enemy	'aduw pl. a' dá
Date (fruit)	tamr	English	angleez
Day	nahár	Enough	yockfee
Deaf	asamm	Enter	dakhal
Dealer	bayá'	Europe	belad alfarang
Dear	ghalá	Evening	mesá
Debt	deen pl. doyoon	Exact	mawádeb
Decide	kadá	Eye	'yn pl. 'ynán,
Deer,	daby' pl. debá		'oyoon
Describe	yasf	Eyebrow	hágib
Dew	nadá	Face	wagh
Dessert	naki	Falcon	sakr pl. sakoor
Diamond	elmás	To fall	sakat
Digestion	hadm	Fan	meroohat pl.
Dine	taghaddá		meráwih
Dirty	waseekh	Far	ba'eed
Discharge	nazzal	Fast (from food)	soum pl. aswám
Displease	sa'ab	Father	aboo pl. aboon
Distaff	meghízal pl. megházil	To fear	kháf
Ditch	khandak pl. khandák	Feather	reeshat pl. ray-ash
Dog	kalb pl. aklob	Field	sahl
Draw	gadab	Fig .	teen
Dress	lebás pl. lebását	File	mebrad
To dress	kasá	Fill	malá
To drink	sharab	Fifty	khamsiyat
Drug	dowá pl. adwiyat	Filing	borádat
Drum	tabl	Find	laká
Drunk	sákir	Finger	asba' pl. asábe'
Dry	gáff	To finish	kammel
Duck	battpl. batoot	Fire	nár pl. anwár
Dust	teráb	Firm	tábet
Duty	hakk	First	awwal
Each	koll wáhid	Fish	samk pl. samook
		Fit for	muslih li
		Five	khamsat

Flame	lahab	Great	kabeer 'adeém
Flask	rateeb	Green	akhdar
Flesh	lahm	Grey	ashhab
Flint and steel	kedáh	Groom	sáyis pl. sásat
Flock	báker	Guide	rasheed
Flour	taheen	Gum	samgh
Flower	zahr pl. zohoor	Gun	bandakiyat pl. bandkiyát
Fluid	má		
To fly	tár	Hair	sha'r pl. sha 'oor
Fodder	oshb	Halter	rasn pl. arsán
Follow	taba'	Hammer	metrakat
Food	akl, ta'ám	Hand	yad pl. ydee
Foot	ragl pl. raglyn	Handkerchief	mehramat pl. mehárem
For (prep.)	men agl		
For (conj.)	enn	Hand mill	ráhah beddará
Forget	nasá	Handle	kobdat
Fork	melkatpl.meláket	Happen	asáb
Formerly	feelsábek	Hard	káseh.
Fountain	'yn pl. 'oyoon	Hard	sadéed
Four	arba'	Haricot	loobiya
Fox	taaleb pl. taáleb	Harvest	hasád
Franc	farank	To have	'andee*
Free	horr	Head	rás pl. ru'ooa
Freeze	gamad	Hear	ajas
Fresh	taree	Hear	sama'
Friday	youn algamat	Heart	kalb pl. koloob
Fruit	fúkehát	Heal	'akeb
Fry	kalá	Help	'oun
Full	meláan	Hemp	barneetat
Furnace	atoon pl. atoonát	To hide	khafá
Furniture	hagat pl. hawá- yag	Him	hoo
		Hinder	mana
Gallop	rakad	Hire	kará
Gamester	la'áb	His	ho } after the noun
Garden	bostán	Her	há }
Gazette	ghazetat	Hoarse	báhh
General	rás el'asker	Hole	nakb pl. nakáb
Ginger	zengabeel	Honey	'asal
Girl	bent pl. benát	Horn	karn pl. koroon
Glass	kezáz	Horse	khyl pl. akhyál
Glide	zalak	Hot	sokhon
Glove	kaffáz pl. kaffazán	Hour	sá 'at pl. sá 'át
Glue	dabak	House	dár pl. diyár
God	allah	How	kyf
Gold	dahab	However	walakin
Goldsmith	sáyegh	Hundred	mi' at
Gold thread	taree	Cwt	kentár pl. kenáteer
Good	meleeh' 'tyb	Hunger	goo
Grain	habb pl. hobooob	To hunger	gawwá
Grape	anb pl. a'náb	Hunter	sayyád pl. sayy- ádeen
Grass	khasheeah		

* See introductory remarks.

Husband	zoug	Law	sherat pl. sherát
If	edá	Lead	rasás
If	loukán	League	farsakh pl. far- ásekh
Import (to)	kharáj fee	Learn	'alam
In	fee	Leather	jeld
India	belad alhind	Left	shamál
Indigo	neelat	Leg	sák pl. seekán
Ink	hebr	Lend	sallaf
Inn	dár ennazl	Let	khallá
Interpreter	targamán	Letter	moktoob pl. mo- káteeb
Iron	hadeed	Letter	harf
Ivory	'ág	Letter of Ex- change	booleesat
Jar	zal' at pl. zal' át	Lettuce	khás
Jelly	gammad	Life	hayát
Jew	yahoodée	Light	dou
Jewel	gouher pl. gaw- áher	Like	shabeeh
Jeweller	gawáhirjee	Line	khatt pl. khatoot
Judge	hákem	Linen	kattán
Juice	marakat	Little	sagheer' kaleel
Jujube	annáb	Live	hayy
Kernel	kalb	Live	sakan
Kill	katal	Liver	kebd
Kind	gens pl. gonooos	Lock	kaff
King	soltán pl. salá- teen	Lock up	khazan
Knee	rokbát pl. ro- kob	Locksmith	haddád
Knife	sakeen pl. saká- keen	Long	taweel
Knot	okdat pl. okad	Lose	khazar
Labourer	harrát	Lose one's way	atlaf
Lace	shabeekat	Lukewarm	fáter
Ladder	sollam pl. salá- leem	Lungs	riyyat
Lady	sayyedat	Machine	hágat fá'ilat
Young lady	gáry at	Magazine	mekhzán pl. mekházin
Lamb	hamal pl. hom- lán	Man	ensán pl. nás
Lame	a'rag	Old man	shykh pl. shoy- ookh
Lamp	mesbáh pl. me- sábeh	Mandoline	'ood pl. 'eedán
Lance	ramh pl. armáh	Manna	mann
Lancet	nashtán	Mantle	bornooos pl. bo- ránees
Lantern	fánoos pl. faw- ánees	Marble	rokhám
Last	akhir	Market	souk pl. aswák
To last	dám	Mason	banná pl. ban- náwoon
Laugh	dahak	Mast	sáree pl. sawáree
		How many	kamm
		Market	souk pl. as- wák

Master	moulá pl. mawá-lá	Mustard	khardal
Mastic	mastiká	Nail	mesmár pl. mes-ámeer
Mat	haseerat	Naked	'ariyy
Match	fateelat pl. fatá-yil	Name	ism pl. ismá
Mattress	farsh men tebn	Napkin	mendeel pl. menádeel
Meadow	marj pl. morooj	Neck	rakabat
Medicine	tobb	Need	'ázat
Melon	bateekhatpl. bateekh	Needle	ibrat pl. abár
Mercer	khardágee	Neighbour	jár pl. jeerán
Mercery	khardat	New	gadeed
Merchandise	bedá'at pl. bedáyi'	Nine	tas'át
Merchant	tágir	Noise	hadeer
Message	resálat	Noon	dahr
Midnight	nasf elleel	North	shamál
Mill	meel pl. amyál	Nose	anf pl. anáf
Milk	haleeb	Nostril	menkhar pl. me-nákher
Mill	táhoonat	Nothing	lášhee
Miller	tahán pl. tahá-yen	Number	'adad pl. a' dád
Mine (of metals, ma'din pl. ma' &c.)	áden	Number	ream pl. rosoom
Mirror	merat pl. meráyá	Nut	jouz pl. ajwáz
Mist	gheem pl. ghoom	Oar	mekdáf pl. mek-ádeef
Moment	wokt	Old	kadeem
Monday	youn el etneen	Olive	zeetoon
Money	kout pl. akwát	One	wáhid
Month	shahr pl. shohoor	Onion	basal
Moon	kamar pl. ak-már	Opium	afyoon
Morning	sabáh	Or	ou
Mortgage	mehrás pl. me-hárees	Orange	bartakál
Mother	omm pl. omma-hát	Other	akhar
Mould	káleb	Ought	istahakk
Mountain	jebel pl. jebál	Our	ná after the noun
Mouse	fár	Oven	forn pl. afrán
Move	harak	Owl	boomat pl. baw-ám
Mouth	fom pl. afwám	Ox	bakar pl. bokoor
Much	kawee	Pain	wag'
Mud	teen	Palace	kasr pl. kasoor
Mule	baghlat pl. bagh-lát	Palm tree	nakhlat
Musk	mask	Palm of the hand	ráhat
Musket	bandakiyat	Paper	warkat
Muslin	khássat	Part	ket'at
		Partridge	khaja'
		Paste	ajeen
		Pavement	balát

Pay	dafa'	Prove	bain alá
Pea	golabán	Public	'an
Peace	solh	Pulse	bakl pl. bokool
Peach	khookh	Pump	moghráfat
Pearl	loolooat	Punishment	ad'ab
Peasant	felláh	Pure	safá
Pelisse	farwat	Purse	kees pl. aky'ás
Penknife	mebrá	Pyramid	haram pl. ahrám
Pepper	falfal		
Perceive	basar	Quantity	kadr
Perfume	'etr pl. 'otoor	Quarter	rub'
		Question	sawál
Pheasant	dorrág pl. dará- reeg	Rabbit	arnab pl. aráneb
Physician	hakeem pl. ho- komá	Rag	sarmect
Picture	soorat	Ragout	tabeckh
Pig	khanzeer	Rain	matr pl. amtár
Pigeon	hamámat pl. ho- mám	To ransom	fadá
Pillow	mekhaddat pl. mekhaddát	Rapid	hádec
Pin	khelál	Razor	mwoos pl. mawás
Pine	sanoobar	To read	kará
Pincers	melhábis	Ready	hee
Pistachio	festak	Real	hakeek
Pistol	tabangat	Rebel	náfeg
Pitch	zaft	Receipt	khatt yadho
Pitcher	kollat pl. kolal	Receive	keel
Place	mowdepl. maw- áde	Reception	kabool
		Reed	kasbat pl. kasab
Plate	toozán	Red	ahmar
Plum	barkook	Refresh	tabarrad
Pomgranate	romnián	Refuse	abá
Possible	momkin	Relate	haká
Pot	barinat	Remain	baká
Pottage	marakat	Remarkable	ghareeb
Porter	hammál pl. ham- malat	Rent	gameekat
		Return	raga'
Pound	ratl pl. artál	Rhubarb	ráwand
To pray	salá	Ribbon	hashecat pl. hawáshee
Prey	ghaneemat pl. ghanáyim	Rice	rezz
		Rich	ghanee
Present	hadiyyat pl. ha- diyát	Right	hakk
		Ring	khátim pl. kha- wátim
Prince	ameer	Ripe	nádeg
Principal	asl	River	nahr pl. anhár
Printer	motabbi' elko- tob	Road	tareek
		Roast meat	lahm moshooec
Prison	habs pl. hoboos	Robber	lass pl. lasoos
Prisoner	mohboos	Roll	kartás
Promenade	motamarr	Roof	sat'h pl. sotooh
To promise	wa'ad	Rose	ward pl. wardec

Round	dáyir	Sheep	kabah pl. ke-
Rule	kánoon pl. ka-		básh
	wáneen	Sheikh	ahyk pl. ahoyookh
Rule	mestárat	Shellfish	sadaf pl. asdáf
		Shirt	kamees pl.
Saddle	sarg		kawámees
Saddler	sarrág	Shoe	sabat pl. sabá-
Saffron	za'farán		beet
Sail	kel' pl. koloo'	To Shoe	safah
Sailor	bahree pl. bah-	Shop	dokkán pl. da-
	riyah		kákeen
Salad	salátat	Shore	sáhil pl. sawáhil
Salute	sallam	Short	kaseer
Salt	melh	Shoulder	ketf' pl. aktáf
Sand	raml pl. ramál	Shew	arrá
Sapphire	sáfeer	Stirrup	rikábat
Satin	atlas	Side	del' pl. doloo'
Sauce	sebgh pl. as-	Signature	khátimat
	bágh	Silk	hareer pl. ha-
Sausage	margáz		ráyir
Savour	ta'am	Silver	feddat
Saw	menshár	Since	hyn
Say	kál	Since	men
Scarlet	barfeer	Sin	ghanná
Science	ilm pl. oloom	Sister	okht pl. akha-
Scissors	mekass pl. mek-		tawát
	soos	Sit	kaad
Scorpion	akrab pl. akárib	Six	settát
Scythe	mengál pl. me-	Skiff	sandal pl. saná-
	nágál		dil
Sea	bahr pl. bahár	Skin (to)	gallad
Seal	tab'	Skin	geld pl. golood
Season	zamán	Slave	aseer pl. osora
Second	tánee	Sleep	noum
Secret	serr	Sleeve	kamm pl. ak-
See	sháf		mám
Seize	masak	Slice	barshat
Sell	bá'	Slow	batee
Seem	dahar	Smoke	dokhán
Senna	sanná	Sneeze	'atas
Sense	hússat pl. ha-	Snore	kharr
	wáss	Snow	telg
Serpent	hayyat	Snuff	nashook
Sequin	sekkat	Snuff-box	hokkat pl. hokak
To Serve	khadam	So and so	folán
Service	khedmat	Soap	saboon
Seven	sab'at	Soldier	'askeree pl. as-
Sex	jans		kar
Shake	hazz	Some	ba'ad
Shave	halk	Son	ebn pl. abná
Shawl	shal pl. sheelan	Soon	bakree
Sheath	golaf pl. golof	Soon	men kareeb

Sound (strong)	saháh	Temple	hykal pl. hay- ákel
South	alkiblat	Temple (of the head)	sodgh pl. sodg- hán
Space	moddat	Ten	ashr
Span	shebr pl. ashbár	Tent	khymat pl. khy- mát
Speak	kallam	That	dálik
Spot	'eeb pl. ayoob	Their	hom joined to the noun
Spring	rabee'	There	honák
Spur	mehmáz pl. me- hámeez	Thick	ghalát
Sponge	nesháfát pl. neshafat	Thief	harrámees
Square	marba'	Think	dann
Stag	ghazál	Thigh	fakheedat
Stallion	fahl pl. fahool	Thirst	atsh
Star	nagm pl. nogom	Thirteen	telátat ash
Steal	sarak	Thirty	teláteen
Steel	foolád	This	hadá
Stick	asán pl. aswán	Thou	ent
Stomach	me 'dat	Though	walou
Stone	hegar pl. hegárat	Three	telát
Stop	masak, wakf	Throat	halk pl. holook
Strait	dyk	Throw	ramá
Stranger	barránees	Thumb	ebhám pl. abo- heem
Stuff	komásh	Thunder	ra 'd pl. ro'ood
Succeed	salah	Thursday	youm alkhamees
Suffice	kafá	To tie	rabt
Sugar	sakkar	Tiger	namr pl. nomoor
Sum	gomlat pl. gomol	Time	marrat
Summer	syf	Long time	zaman taweel
Sun	shams	To	le or l'
Sunday	youn elwáhid	Tobacco	dokhán
Supper	ashá	Tomb	kabr pl. kaboor
Sure	sahh	Tool	alat
Surely	besahceh	Tooth	sann pl. sanán
Surgeon	garrahtee pl. garrehteen	Tortoise	solhafat pl. salá- hef
Swan	'ak 'ak	Total	gomlat pl. gomol
Sweet	arak	Towards	nahu, ilá jehat
Swim	'ám	Traffic	tegárat
Sword	syf pl. soyooofá	Translate into	nakal bil
Table	máyedat pl. ma- wádee	Tribe	kabeelat pl. ka- báyil
Taffeta	ganfs	Trunk	khortoom
Take	akhad	Truth	hakkat
Tallow	shahm	Try	kas
Tan	dabágh	Tuesday	youn etteláta
Tare	wasakh	Turban	'amámát pl. 'a- máyin
Tarif	káyemat	Turk	turk pl. atrák
Tartar	tatar pl. tatár		
Teach	'allam		

Turnip	laft	Well (bien)	khyr
Twenty	ashreen	Well (of water)	beer
Two	ctneen	West	algharb
		What	ash
Under	taht	What	má
Understand	faham	Wheat	komh
Until	hattá	Wheel	'ojlat pl. 'ojal
Upon	alá	When	lammá
To use	matá	Whip	khadeeb
		Whisper	waswas
Valet	khadeem	White	abyad
Varnish	talá	Who	elles
Veil	mestárat	Whole	kámel
Vein	'erk pl. 'orook	Why	lásh
Velvet	kateefat	Wife	zougat
Vessel	merkab pl. me- rákib	Wind	reeh pl. riyáh
Vex	ghyd	Window blind	shabbákat pl. shobábeek
Vinegar	khall	Wine	nebeed
Visier	wazeer pl. worra	Winter	shetá
Voice	sout	Wise	'ákil
Vulture	neer pl. ansár	Wish	ishták
		With	ma'
Wages	ajrat	Without (au de- hors)	khárij
Wall	hayet pl. heetan	Without (sans)	bilá
Walk (a)	tamáshá	Woman	mar'at
Walk (to)	mashá	Wood	'ood
War	harb pl. horoob	Wool	soof
To warm	sakhhkhan	Word	kalemat pl. ka- lemát
Wash	ghasal	World	donyá
Watch	sá'at	Worm	dood pl. deedan
Watch	igtahád alá	To be worth	sawa
Watchmaker	sá'atgee	Wound	gorh pl. goroooh
Water	má	Write	katab
To water	saká		
Watered silk	tábee	Year	sanat pl. sonoon
Wave	mougat	Yellow	asfar
Wax	shama'	Yesterday	ams
We	nahn	You	entom
Weak	da'eef	Young	shabb
Week	gom'at pl. gom'át		
Weigh	wazan		

K.

OTHER OVERLAND ROUTES AND GENERAL INFORMATION FOR TRAVELLERS.

PARTIES intending to avail themselves of the Peninsular and Oriental Steam Navigation Company's vessels, for their conveyance from Southampton to Alexandria, would do well to make early application at the Company's Office, in St. Mary Axe, to secure a choice of berths in the Great Liverpool, or Oriental Steamers.

The former is of 1,540 tons burthen, and 464 horse power; the latter of 1,673 tons, and 450 horse power.

One or other of them starts from Southampton early in the morning of the first day of every month, rendering it advisable for passengers to be down the preceding evening, in order to have ample time for the embarkation of themselves and their luggage: the vessels take in the mails at Falmouth, which they reach in about twenty-four hours from leaving Southampton, and immediately afterwards proceed on their voyage to Gibraltar.

The rates of passage are :—		1st Class.	2nd Class.
Southampton to Alexandria		£45	£30
Do.	Malta	33	22 10
Do.	Gibraltar	20	14
Gibraltar to Alexandria		25	16 10
Do.	Malta	13	8 10
Malta to Alexandria		12	8

But for parties who have not been conveyed to Malta by the Peninsular Company's Vessels, the rates between Malta and Alexandria, are

	1st Class.	2nd Class.
	18 10	10 15

Children under ten years of age, half the above rates; under three years, free.

The fares include a liberal table and wines for first-cabin passengers; and for second-cabin passengers, provisions without wines.

Female attendants for the ladies' cabins.

Each vessel carries a medical officer approved of by government.

The time occupied in the passage home, will be allowed in the quarantine.

Five hundred weight of personal baggage is allowed each passenger, all above that quantity charged for at the rate of 1s. 6d. per cubic foot.

Passengers desirous of visiting the interesting scenery of Spain and Portugal, have the privilege, on paying their passage to their ultimate destination, of proceeding free of expense, in the Company's weekly Peninsular Steamers, and may then visit Vigo, Oporto, Lisbon, and Cintra; Cadiz, Seville, &c., joining the Indian Mail Steamer at Gibraltar, on the 5th of the month.

Freight of Carriages, 18s. 18s. Cabriolets, 12s. 12s. Horses, 15s. 15s. Dogs, 2s.

Freight of measurement goods generally :

To Malta and Alexandria, 1s. 10½d. per cubic foot.

Freight of specie ;

To Malta, 10s. per cent. ; to Alexandria 12s. 6d. per cent.

Breakfast is served at 9 o'clock, luncheon at 12, dinner at half-past 3, tea at 7, and wine and biscuit at 8.

The attendance of servants is good, and the fee to them and the steward, is fixed at 1l. 10s. for each first-class

passenger, for the entire voyage; or ten shillings from and to each of the three principal stations; and at half that rate for second-class passengers.

There is an extra charge of 10s. 6d. per diem, for each person, during the period of performing quarantine.

Bedding, linen, towels, soap, &c., &c. are all supplied, so that a traveller has nothing to trouble himself with but his own wardrobe.

According to the contract with Government for the conveyance of the Mails, the number of hours allowed from Falmouth to Gibraltar, is 120, and for stoppage at the latter place 6; from Gibraltar to Malta, 116, and 26 for detention; and from Malta to Alexandria, 96. On the return voyage, 120 hours are allowed between Alexandria and Malta, and 24 for detention. From Malta to Gibraltar 115, and a stoppage of 12, and thence to Falmouth, 120 hours.*

* Messrs. Barber and Co. have circulated the following hints for Travellers, by the Overland Route, through Egypt to India.

It is very desirable that baggage should be limited, in consequence of the present scanty means of transit through Egypt. Trunks are not allowed to be placed in the cabins, but a spacious baggage room is appropriated for such articles in order that they may be got at daily if required.

The personal requisites for the journey can easily be contained in two trunks, (four in all being the greatest number the East India Company allow to passengers in the Steamer from Suez to Bombay): the following are the regulated dimensions:

Length	2 feet 5 inches
Breadth	1 foot 5 inches
Depth	1 foot 3 inches

together with a carpet-bag of a commodious kind (which latter is allowed to be kept in the cabin). A valise, containing bedding, should also be provided, as the Bombay vessels do not furnish that necessary.

These trunks should have the name conspicuously painted in white letters thereon, and be also numbered from 1 to 4.

The draft of water of the "Great Liverpool," with a fresh supply of coals, is under 15 feet. She is the only steam vessel in this country with two funnels. Her extreme length is 235 feet. On the spar or upper deck, there is an uninterrupted walk of almost that entire length. Her crew consists of 70 individuals, 18 of whom, are able seamen. Below is the main deck, the after-part of which is devoted to the saloon, which is very elegantly fitted up, and is capable of

No. 1 will easily contain three weeks' linen, and should be arranged for use between Southampton and Alexandria. On the day previous to the Steamer's arrival at the latter place, the above-mentioned trunk should be repacked with foul linen, &c. and at the same time such articles as are requisite during the journey to Suez, should be placed in the carpet-bag, which last precaution will obviate the necessity of opening the trunks prior to embarkation at Suez, where No. 2 will come into use.

The arrival at Southampton of nearly one hundred passengers, on the same day and perhaps even at the same hour, causes the shipment of luggage to be attended with considerable expense and even some risk, subjecting the owners to such impositions as are always practised at the outports during the confusion necessarily attendant on a hurried embarkation.

With a view toward obviating the inconvenience alluded to in the last paragraph, and in order to save the traveller from loss, (which has actually occurred from a portion of the luggage having been left behind,) an arrangement has been made, whereby we receive luggage of all descriptions in London, and put it on board the vessel at Southampton for a smaller sum than the owner would pay were it to accompany himself. To effect this object, all baggage must be delivered at our Warehouse not later than *the last day but two of the month*; if delayed beyond that period we cannot insure its being in time. By this arrangement it will be seen that a passenger need have but one package (his carpet-bag) to require attention at the moment of embarkation.

A scale of charges for the above service, together with particular instructions thereon, may be had on application.

dining 60 people. The cabins open into it, are 17 in number, making up in all 44 berths, and are unusually commodious and airy.—Among them, is a ladies' cabin, making up 8 beds, and a family one for four persons. In the fore-part of the vessel, below the main deck, is a spacious lounging room, and a separate saloon for second-class passengers; in it are thirteen more cabins, besides one devoted to ladies, making up 64 more berths, or beds in all for 108 persons, without reference to above a dozen sofas in the saloon. On the main deck, are cabins for the commander, officers, engineers, boatswain, seamen, firemen, steward, cook, baker, &c. even to the poultry, cow and sheep, which are also accommodated in this way.

The accommodations of the "Oriental" are more extensive than those of the "Great Liverpool," and the vessel is altogether more elegantly fitted up, having been built expressly for the Peninsular Company, which the "Great Liverpool" was not.

The following are extracts from a Liverpool paper, which describe her capabilities.

"She is the largest steam-ship ever built at Liverpool, and the whole of her interior equipments combine much novelty and improvement in design, with great neatness in execution, and are of home production.

"The deck accommodations are most extensive, the arrangements being such that, large as is the vessel, no space has been lost, and no single department cramped or confined. The vessel is frigate-built, with a spar deck. The saloon, with the sleeping-rooms attached to it, occupies the after-part of the main deck, under the quarter deck. On each side of this deck are commodious rooms, neatly panelled with intervening pilasters, for the officers and men of the ship.

"The upper deck affords a superb and uninterrupted promenade, 200 feet in length. The gratings occupy little more than the space of a large hatchway, between the mainmast

and foremast; and, tarpaulins being provided to place over them in bad weather, the passengers have an opportunity of enjoying a dry walk at all times on the deck below, which is kept clear as much as possible, of central erections for that purpose. There are four large quarter-boats, also a life-boat over the stern, built after the highly and deservedly approved principle of the American life-boat.

"The principal fore cabin is very superior for first-class passengers. The whole is beautifully painted in satin wood. There is a private state-room attached, also a berth for the surgeon, and another for the Admiralty agent. Further forward, with a separate entrance, is a mess-room for the officers, quite independent of the passengers' cabin; thus excluding the officers from the passenger accommodation.

"The lower after-cabins, which are under the saloon, are quite unique, and different in design from anything yet afloat. Air and light are copiously admitted, commodious rooms are secured, and the dormitories or berths are amidships, so that the rolling, if any, will scarcely be perceptible, and the rush of the water against the vessel's side will not, as in the usual plan, be heard close to the ear. A wide well-lighted passage or lobby across the ship, terminating in a staircase, on the larboard side, leads from the saloon, and also from the main deck, to these apartments; as well as a staircase, near the stern. A double range of sleeping-rooms occupies the middle. The space between them and the vessel's side, and which is of considerable area, is formed on one side into a tea-room, and on the other into an equally spacious lounging-room, with a central communicating passage between the two. These rooms are amply lighted by large port windows in the sides of the ship. A range of broad sofas are fixed along their whole length, against the vessel's sides, forming truly agreeable lounging places. All these apartments are finely empanelled, and painted in satin wood, and the top framework of each sleeping-room door is fitted with a green Venetian

blind. Over the cornicing is an open railing or ballustrade for the free ingress and egress of air.

"Adjoining the tea-room there is a lady's retiring room, handsomely fitted up, the upper panel in each compartment, between the pilasters, being a mirror. This room is lighted by two windows from the side, and leading from it, in the middle of the ship, are two spacious bed-rooms.

"The saloon is a most splendid apartment, 70 feet in length by 21 feet in width. Its appearance strikes the beholder on his entrance, as being classically beautiful, without being gaudy. The style is Grecian. On each side there are thirteen Ionic columns, supporting the beams of the roof, which are ornamented in due proportion with bases and capitals complete, are fluted in the upper half, and are painted and polished so as to resemble the finest porcelain. Between these, the walls of the room are panelled in *papier mache*, of a bright straw colour, one panel only from top to bottom in each compartment, each simply but beautifully ornamented with a light flagee scroll all round. The styles and the backing of the columns are painted in imitation of rosewood, and the framing of the doors in satin wood, finely polished. At the fore end of the saloon, the columns and panelling are continued in corresponding style. In the middle stands a handsome rosewood sideboard, topped with marble, and edged with the same material, to prevent articles placed upon it from rolling off. On each side of it are handsome bookcases to correspond. Four mahogany tables, forming two rows, run longitudinally along the room, with sofa seats. These will accommodate one hundred and twenty persons at dinner. The arrangement over the tables for glasses, decanters, &c. is as perfect as it is original.

"Amongst what is conducive to safety, health, and comfort on board, we may enumerate the following items.—Vaucher's patent pumps, (four in number,) capable of throwing out 200 gallons of water per minute, so as to master a leak even

were it to the extent of the opening of a butt. Two shower baths, (in the quarter galleries,) and hot, tepid, and cold baths, also adjoining the cabins. Seven iron beds for invalids, so hung on centres as to swing with the motion of the vessel, and thus secure rest and ease to the invalid.

"We should not omit adding, that the vessel is fitted for being armed, in case of need, with four sixty-eight pounder swivel guns, besides broadside guns, and, at comparatively a moment's notice, can be turned into one of the most formidable war steamers in the world. As a troop-ship, the *Oriental* could convey one thousand men with comfort from England to the Mediterranean, or, in assisting the operations of an army, two thousand might be put on board of her."

She makes up 134 beds; 34 in the saloon, and 50 each in the fore and after parts of the lower cabin. The dimensions of many of the state rooms are 8 ft. 10 in. by 6 feet, and only two are so small as 5, 5 by 6, the generality being 6 and 7 feet by 6.

The Peninsular Company have also recently issued the following items of information for the guidance of travellers to India *via* Egypt.

"Circumstances having recently come to the knowledge of the Directors of the Peninsular and Oriental Steam Navigation Company, which lead them to believe that many persons are induced to incur unnecessary expense, as well as inconvenience, in their route to India *via* Egypt, in consequence of the representations of persons professing to afford information on the subject, it has been deemed expedient to print and circulate the following, with the view of remedying the evils of the practice alluded to.

"In the first instance, travellers are recommended on no account to pay money in London to any parties, for the purpose of securing a passage through Egypt, such payment being, under the present arrangements, altogether unneces-

sary. It is sufficient for them to make such payments when they arrive in Egypt.

"They are also recommended to apply for any information they may require relative to the route through Egypt, to the managing directors of this company, one of whom has recently visited Egypt, twice crossed the desert between Cairo and Suez, and possessed himself of the fullest information relative to the transit of passengers, collected on the spot, with a view to improve both the mode and means of conducting it, and for which object active measures are now in progress.

"Passengers to India are, it is believed, frequently induced to proceed through France to Marseilles, and thence by the French steamers to Alexandria, in order to arrive in Egypt some time in advance of the monthly mail from England, under the apprehension that otherwise they will not be able to reach Suez in time to embark in the steamer for Bombay.

"Such an apprehension is now groundless. Through the interposition of this company, the Honourable East India Company have recently issued a standing order to the commanders of their steam vessels employed in the packet service between Suez and Bombay, by which the steamer for Bombay is bound to remain at Suez twenty-four hours, if necessary, after the arrival there of the mails, in order to afford time for the arrival and embarkation of the passengers; a delay which, it will be seen from what follows, is amply sufficient to enable passengers to join her without extraordinary exertion or fatigue.

"Passengers should not encumber themselves with more baggage than they absolutely require, as in passing through Egypt in the present state of the transit arrangements, it will in some measure tend to impede their progress, and increase their expense. It should be put up into strong packages, and of a portable size; no package if possible exceeding one cwt. Such necessary articles as are frequently required,

should be put up by themselves in a compact form, so as to go in the sleeping cabins of the steamers, in carriages, &c., without inconveniently encumbering them; and every package should have the name and destination of the passenger distinctly marked on it, in such manner as not to be liable to be effaced or torn off.

Mr. Waghorn's advice to travellers is in one point diametrically opposed to that of the Peninsular Company, since he strongly urges upon every one the necessity of paying an advance of £10 in London, as thereby securing to the traveller a priority of attention from Messrs. Hill and Co. (the partners of Mr. Waghorn, in Egypt) should there be more passengers for Suez than the present limited means of conveyance on the Nile and across the desert, would enable them to forward on in sufficient time to catch the Indian Steamers.*

Having said thus much of the transit to Egypt by the Southampton line of Steamers, a few remarks are offered for the guidance of those who may be inclined to travel through France and embark at Marseilles.

The routes from London to Paris are too well known to need any notice. On reaching the latter city, there are several modes of proceeding to Marseilles. 1. By land to Chalons, thence to Lyons by boat, and to Marseilles by land; or even as far as Avignon by water, thence through Aix to

* The incidental introduction of Mr. Waghorn's name cannot fail to remind the reader how much he is indebted for the present successful prosecution of steam navigation to India, to that individual. The obstacles and difficulties which for a long series of years were thrown in his way, while so ardently and energetically carrying out his favorite project, are too well known to need remark; and it is satisfactory to notice that the present government have to a certain extent testified their appreciation of his services by giving him his commission as lieutenant in Her Majesty's Navy.

Marseilles by land. 2. By land throughout to Marseilles *via* Chalons and Lyons. 3. The direct Malle-Poste road by Moulins, St. Etienne, &c., without passing through Chalons or Lyons.

The distances may be thus estimated :—Paris to Chalons, 85 leagues ; Chalons to Lyons, 31 leagues ; Lyons to Avignon, 59 ; and Avignon to Marseilles, 28 ; or total, from Paris to Marseilles, by Chalons and Lyons, 203 leagues. The French league is equal to about $2\frac{1}{4}$ English miles.

The time occupied, and the prices by diligence, are :—Paris to Chalons, 35 to 38 hours ; inside place, 50 fr.—Paris to Lyons by Chalons, 44 to 52 hours ; inside place, 58 fr.—Paris to Marseilles by Chalons and Lyons, 84 hours ; inside place, 84 francs.

The same by Malle-Poste :—Paris to Chalons, 26 hours ; each place, 61 fr.—Paris to Lyons by Chalons, $33\frac{1}{2}$ hours ; each place, 84 fr.—Paris to Marseilles by Moulins, St. Etienne, &c., 66 hours ; each place, 141 fr. The Malle-Poste from Lyons to Marseilles does not take passengers, and it is consequently necessary to book one-self throughout by the last mentioned route, in the event of travelling by the mail direct from Paris to Marseilles, and, as the stoppages are exceedingly few, and of short duration, it is almost equally necessary to be provided with a stock of provisions for the journey.

All expenses of *conducteurs* and *postillons* are included in the above rates, and nothing further is demanded, either by diligence or Malle-Poste.

A private company is also established on the direct road by St. Etienne, between Paris and Marseilles, unconnected with either the Malle-Poste, or the *messageries royales* and *generales*. The fare in the *interieur*, is 115 francs, and there is no change of coaches. The time occupied in the journey, is four days and eighteen hours, and the stoppages made are, four hours at St. Etienne, an hour daily for dinner,

and half that time for breakfast, with a quarter of an hour for each change of horses.

Should the traveller go by boat from Chalons to Lyons, the charge is 8 fr.; time occupied, 14 hours; distance, 30 leagues. In case of excessive drought, the navigation is occasionally suspended. From Avignon through Aix to Marseilles, the land journey occupies six hours.

The traveller, upon arriving at Marseilles, can proceed to Malta by joining the British Steamer, which is there in waiting to convey the London Mails of the 4th of the Month. The length of the voyage rarely exceeds four days; its cost is £9 for a first-class berth, or £5 for a second. The Great Liverpool, or Oriental, will be found at Malta, and thence to Egypt the voyage can be prosecuted in one or other of them.

But should any one be desirous to remain some days in Egypt, instead of embarking for India with the haste rendered necessary when travelling by the foregoing vessels, his best means of transport, is by the French line of steam packets which leave Marseilles on the 1st, 11th and 21st of every month. In adopting this route, some changes of boats are requisite, as will be seen by the following sketch of the mode of performing the voyage.

After leaving Marseilles, the first stoppage is at Leghorn, distance 80 nautical leagues; the next at Civita Vecchia, 40 leagues from Leghorn; the next at Naples, 45 leagues from Civita Vecchia, and the boat remains at Malta, 110 leagues further. Proceeding in another packet from Malta to Syra, distant 180 leagues, the passenger there disembarks and joins the boat from Athens, which conveys him to Alexandria, a distance of 155 leagues more.

Thus, if a passenger departs from Marseilles by the boat of the 1st of the month, at 5 P.M., he may expect to reach Leghorn at 3 A.M. of the 3rd; Civita Vecchia on the 4th at 3 A.M.; Naples, on the 5th, at 7 A.M.; Malta on the 7th at noon; Syra on the 11th, at 2 P.M.; and Alexandria on the 14th, at

10 P. M. The detentions *en route* will be from 6 to 8 hours at Leghorn, Civita Vecchia, Naples and Syra, and 24 at Malta. It may happen, that the boat arrangements may permit of the changes being less frequent than the foregoing, and if so, the comfort of the passengers is increased.

A berth may be booked at Marseilles for the entire voyage to Alexandria, the cost of which is 480 francs or about £19 sterling. The weight of baggage allowed to first class passengers, is four hundred pounds, and for all beyond that, a fee is levied of about five francs for every twenty pounds weight. The expense of living on board is six francs per diem, which includes *vin ordinaire—ad lib.*, but travellers may feed more luxuriously at an advance of rates, should such be their desire,

In addition to the French line of steamers, there is another appertaining to Austria; a boat leaves Trieste twice in each month, but they are in no respect so convenient as those of the French government.

By adopting the French boats, the traveller arrives at Alexandria, generally speaking, four days before the Southampton steamers, and is thereby enabled not only to visit the Pyramids and other objects *en route*, but can travel leisurely to Suez, and secure a choice of berths in the Indian packets.

Parties going from England to India by the Peninsular Company's vessels, will have an opportunity of remaining at least a day, (and sometimes more) at Malta, so that, the following information imparted by a gentleman who has very recently left the Island, after a residence in it of some months, may be found serviceable.

Morelli's Hotel is considered the first, and the Clarence the second. At the former, a bachelor's bed-room, furnished to answer also for a sitting-room, may be had for three shillings, and at the other, for two shillings per diem. At the Clarence, there is a *table d'hôte*; the charge, including the ordinary wine of the country, which is very bad, being three

shillings. Breakfast at the Clarence, one shilling and sixpence. Almost every description of meat is of inferior quality. Poultry is procurable tolerably good; it is imported from the coast of Barbary. Dunsford's hotel is on the same scale as the Clarence, and there are several of a lower grade.

There are no regular boarding houses having *tables d'hôte*, &c. attached to them, but all the lodging-house keepers will find provisions, if desired, at an average rate of two shillings for dinner, and one shilling and sixpence for breakfast. The price of a good sitting-room and bed-room, is about five shillings per diem; or for a small one, (not often however met with), three shillings. Mrs. Morelli, No. 224, Strada Reale, (the principal street) keeps one, but there is nothing about it to deserve especial recommendation beyond those of other parties. Should a person propose staying many weeks, he should make a bargain; if a bird of passage only, he had much better stay at one of the hotels.

The price charged for washing to non-residents is one shilling per dozen pieces, taking the large with the small, no matter of what kind they may be. For a resident foreigner ten pence per dozen, while to a native, the price is only eight pence half-penny.

With regard to money, the Mexican dollar is the most current coin, and is obtained *via* America. Government pay the troops with this, at the fixed rate of four shillings and four pence; but as its real value is not above four shillings elsewhere, none should be carried away. English money is quite current, in addition to which, there is a small copper coin, ten of which go to a penny. The Maltese keep their accounts in *Scudi*, value one shilling and eight-pence; this coin is not, however, very plentiful.

There are very good shops of all descriptions in Malta, and from there being no import duties, every thing, both English and Foreign, is cheap. Unless, however, a party speaks Italian, or is known to be about taking up a residence in the

Island, he will be considered fair prey by the shop-keepers, who, in this respect, have literally no consciences.

The sights on the Island are not many. The ancient palace of the Grand Master of the Knights of Malta, is the most important. It is now the Governor's residence. In addition to an excellent modern armoury, it contains the armour and other interesting relics of the Knights of old. Next in importance to the palace, is the church of Saint John, not unworthy of the splendor and riches of its chivalrous founders. In its monuments, costly marbles, mosaic-work, and many other respects, it is hardly surpassed by the finest churches in Italy. When Malta came into possession of the French Republic, this church contained a great quantity of gold and silver ornaments, which were then of course carried away. The proportion of churches to the number of inhabitants is great, but none others are worthy of notice. The fortifications and public library should be visited: the latter originated with the knights, and large additions have been made both by the English and French. There is always a very fair Italian Opera, and English Plays are occasionally given, performed partly by amateurs.

The number of inhabitants on the island is estimated at 120,000; of which Valetta (the capital) possesses about 8,000. The Maltese are all Catholics, and the only Protestant places of worship on the island, until Queen Adelaide presented the munificent sum of ten thousand pounds for the erection of a church, which is now all but completed, were that weekly held at government house, and a Methodist chapel. The island is garrisoned sometimes by three, sometimes by five regiments,

It is now time to suppose that the traveller has safely reached Alexandria. Bustle and confusion will then be the order of the day, and if he has hitherto had any doubt of reaching Suez in time for the steamers sailing thence for Bombay or Calcutta, that doubt will be confirmed, and he

will utterly despair of doing so—for, unless he is either very fortunate, or an old stager, he will find himself unable to get his baggage prepared for leaving until long after the mail packets have left, (those important packages having precedence over all else.) The agent whom he employs should however relieve him of all trouble, and he cannot do better than leave all in his hands, and calculate upon his doing so.

The Peninsular Company are anxious to eradicate the impression that there is any chance of passengers being left behind, and for that purpose have put forward the following statement; but it may be well to urge on the traveller not to relax in his exertions to put himself early *en route*, for as even by the statement alluded to only ten hours can be spared under every favorable circumstance; it is evident that one half day's unlooked-for delay might detain the traveller a month in Egypt.

Rate of Speed of the Mails as compared with that of the Passengers.

MAILS.

"The Mails are forwarded from Alexandria to Cairo by a land route on donkeys, and generally reach Cairo in 40 to 48 hours. From Cairo to Suez they are forwarded on dromedaries in about 16 to 20 hours. Including an hour or two of stoppage at Cairo, in shifting from the one conveyance to the other, the usual average time of the Mail transit from Alexandria to Suez may be reckoned at..... 64 hours

Add the time which the steamer is bound to remain at Suez after the arrival there of the Mails, by order of the Hon. East India Company	24 hours
Time allowed for passengers from Alexandria to	
Suez	<u>88 hours</u>

PASSENGERS FOR SUEZ.

1st Stage—Alexandria to Atfeh, including shifting baggage, &c. from canal boat to the Nile steamer . . .	12 hours
2nd Stage—Atfeh to Cairo per steamer	18 „
Stop at Cairo, say	12 „
3rd Stage—Cairo to Suez, including 12 hours repose at centre station	36 „
	<hr/>
	78 hours

“Therefore the passengers without any extra exertion or fatigue may reach Suez within the time allowed, by 10 hours

“Messrs. Hill and Co’s charge for the transit from Alexandria to Suez, or *vice versa*, is £13 8s. *exclusive* of hotel expenses at Alexandria, Cairo, and Suez, and of wines and beer on the journey, and including 4 cwt. of baggage for ladies and gentlemen, or 2 cwt. for servants and children, the charge for whom is half the above rate. £1 per cwt. is charged for extra baggage. Only half the above quantity of baggage is allowed, or one camel load, in the event of much extra speed being required to catch the steamer at Suez.

The following are also valuable hints put forth by the Peninsular Company, referring especially to the mode of travelling between Alexandria and Suez, and which should be attentively perused before commencing the journey.

“While the present arrangements exist, passengers are also particularly recommended to have a clear understanding with the parties who now conduct it, as to the weight of their luggage, &c. previous to starting on the journey, in order to prevent disputes and extra charges when at their journey’s end. A camel load is about 400 lbs. weight, and the hire of a camel from Cairo to Suez generally does not exceed 50 piastres or 10s. sterling. Passengers are also requested to take notice that no extra charge is to be made for their pro-

ceeding in the Company's Nile steamers, which have been temporarily placed at the disposal of the parties at present conducting the transit.

"In crossing the desert during the summer or hot months, it will be well to start from Cairo in the afternoon, a short time before sun-set. The centre station will be reached early next morning. Here the travellers may repose during the heat of the day, and again starting towards the afternoon, reach Suez early the following morning.

The Route and Mode of Travelling across Egypt from Alexandria to Suez.

"The entire distance from the Mediterranean at Alexandria, where passengers disembark from the steamers from England, to the Red Sea at Suez, where they re-embark in the steamers for India, is about 252 English miles. The journey may be divided into three distinct stages, in each of which the mode of travelling differs.

"The first stage is from Alexandria, by the great canal (most frequently called the Mahmoudyé), to the village of Atfeh, on the Canoptic or western branch of the Nile, a distance of forty-eight English miles. The mode of performing this part of the journey is as follows :—

"From the great square of Alexandria, where the company's offices, the principal hotels, European consulates, &c. are situated, to that part of the Mahmoudyé Canal, where the track boats for Atfeh are usually stationed, is about two miles. The luggage is sent to this place by camels, which are to be had in abundance. Some European carriages are also to be had for ladies, and gentlemen can proceed either on horseback, on donkeys, or, in the winter season, it is only an agreeable walk, in which they will have the opportunity of surveying Pompey's Pillar, near to which they pass. Arrived at the banks of the canal, near Moharrem Bey's palace and gardens, they

step on board the track boats, one of which is generally loaded with the luggage, and the others kept clear for the more comfortable accommodation of the passengers. Two of these boats, which were sent out by the company, are about sixty feet long each, and seven feet wide, and are fitted up with deck cabins, a small retiring room for ladies, &c., and provisions and refreshments are provided on board of them. Relays of horses for tracking are provided at seven different stations along the banks of the canal, by means of which the journey to Atfeh is usually accomplished in from eight to ten hours; or if there be much obstruction from the canal being crowded with craft, twelve hours may be occupied. The means of conveyance on this part of the journey is, however, about to be much improved, as will be noticed under the head of "Contemplated Improvements."

2nd Stage. Atfeh to Cairo, by the Nile, distance 120 Miles.

"Arrived at Atfeh, where the company have an agent, the passengers and luggage are transferred to one of the company's steamers, "Cairo," or "Lotus," in order to proceed to Cairo. The canal does not form an absolute junction with the Nile, being at present separated by an embankment, to keep the water in the canal, which at low Nile is somewhat higher than the level of the river. The luggage has, therefore, to be carried two or three hundred yards from the canal to the bank of the river, where the steamer is anchored. A short description of these Nile steamers will here be necessary. They are both constructed of iron, and have the improved engines of Messrs. Penn, of Greenwich, with oscillating cylinders. The "Lotus" is 89 feet in length, and 12 feet in breadth. The "Cairo" 100 feet in length, 14 feet in breadth, and her speed in smooth water 12 miles per hour. Being the more powerful vessel of the two, she is to be stationed at Atfeh, to take passengers up the Nile to

Cairo, while the "Lotus" will be stationed at Boulac, the port of Cairo, to take passengers coming from India down the Nile to Atfeh. It is with the "Cairo," therefore, which we have more particularly to do at present. This vessel has two sets of cabins below deck, capable of accommodating about fifty persons, and there are separate cabins for ladies, containing sleeping berths for sixteen persons; she has also a large luggage room. On deck she is fitted with stanchions and awnings in such manner as to form an effectual shade from the sun during the day; and by means of side curtains, to shut completely in during the night, thus forming a second and spacious range of accommodation on deck; and, in a climate like that of Egypt, very agreeable for repose, during the *one* night which will be probably spent on the Nile. A range of gang-boards outside of the bulwarks enables the crew to pass from one part of the vessel to another in performing their duties, without intermixing with the passengers on deck. In this vessel provisions, wines, and every necessary refreshment will be provided, and the passage from Atfeh to Cairo will be made in from fifteen to twenty hours, according to the high or low state of the Nile. The "Cairo" is on the point of starting from Southampton for Alexandria, and, it is expected will be at her station on the Nile in sufficient time to take the passengers by the May trip of the "Oriental" up to Cairo. Besides the "Cairo" and the "Lotus," there is a small steamer on the Nile called the "Jack o'Lantern," belonging to Messrs. Hill and Co., and capable of conveying from twelve to fifteen passengers. The Nile begins to rise rapidly about the 10th June, and the current is strongest from the 15th October to the 15th January, when it slackens considerably, and is less during the months of March, April and May, than at any other period of the year, when also there is the smallest depth of water in the river. It is at these times that the mails are transported from Alexandria to Cairo by land, and when it is more in-

cumbent than at any other, that passengers should make no uncalled for stoppage in their way to and from Suez.

3rd Stage. Cairo to Suez, across the Desert, 84 Miles.

"Arrived at Boulac, carriages, horses, donkeys, and camels for the luggage, will be found in readiness to convey the travellers into the city of Cairo, a distance of scarcely two miles, where they will probably be located at the Great Eastern Hotel, until the necessary preparations are made for crossing the Desert. For this part of the journey there are two-wheeled vans, with a sort of tilt cover, carrying four persons each, and drawn by horses. Donkey chairs, a kind of light sedan, slung upon poles, and carried by two donkeys to each, one before and the other behind. These are by far the easiest conveyances, and well suited for ladies, children, and invalids. Those who prefer riding may be accommodated with either horses or donkeys, the latter most to be depended on, being of a much superior description to those of Europe, very easy in their paces, and capable of great fatigue, as one, if a good one, will perform the whole journey from Cairo to Suez with but little nourishment. For carrying the luggage, camels or dromedaries are employed.

"Reserving such small articles as the travellers may require on the road, and can conveniently take in the vans and donkey chairs, the heavy luggage on the camels should be immediately sent on in advance, as the camel travels slowly, and the passengers after taking time either for repose or to visit a few of the objects of interest in Cairo, will still reach Suez as soon as the luggage.

"Along the route through the desert, there are seven station-houses erected, under the superintendence of Mr. J. R. Hill, by means of funds furnished by the Bombay Steam Committee; and in June, 1843, they will come into the possession of the Peninsular and Oriental Steam Navigation

Company. These station-houses are placed at from ten to twelve miles distance from each other, are numbered from 1 to 7, and contain the following accommodation, viz. :

No. 1.—Nine miles from Cairo, contains stabling, and a resting room.

No. 2.—Twenty miles from Cairo, contains two public rooms, one for ladies, another for gentlemen, two private rooms, and a servants' room.

No. 3.—Thirty miles from Cairo, stabling for relays of horses, with one resting room.

No. 4.—Forty-one miles from Cairo, the centre station, contains a large saloon, a ladies' room, servants' room, kitchen, a number of commodious bed-chambers, large water tank, stabling, &c.

No. 5.—Thirty miles from Suez, stabling, and a resting-room.

No. 6.—Twenty miles from Suez, two public rooms, private rooms, and servants' rooms; the same as No. 2.

No. 7.—Nine miles from Suez, stabling, and a resting room.

"At Suez there are two hotels, but the accommodation which they afford are not of a first-rate description. As the passengers usually embark immediately on arrival in the steamer for India, this is not, however, of very great importance at present, although the establishment of a commodious hotel and transit depôt at Suez, is among the contemplated improvements.

The Peninsular and Oriental Steam Navigation Company (so often before alluded to,) have various improvements in contemplation for the transit through Egypt, which they thus describe :—

"Having detailed the present mode and means of transit through Egypt, it may not be improper to give a summary outline of the improvements which it is in contemplation to make in the communication with India, and particularly in

that part of it which consists of the passage across Egypt from Alexandria to Suez and *vice versa*.

"The rapidly increasing intercourse by this route to India having much outrun the ability of the individuals into whose hands the forwarding of passengers has hitherto fallen, to provide adequate means for it, the attention of the Directors of the Peninsular and Oriental Steam Navigation Company has been for some time past directed to the improvement both of the means and system of this transit. The result has been the formation for that important object of an auxiliary branch of the company under the designation of "The Egyptian Oriental Transit Company."

"The Managers of this Company are already engaged in measures calculated greatly to increase the means as well as to improve the system of transit through Egypt, not only for passengers and their luggage, but for the finer articles of merchandize—the transport of the latter being expected in consequence of a recent concession granted to the Company by the Pacha of Egypt to form a considerable branch of traffic.

"The improvements to which the more immediate attention of the Transit Company is directed, are as follow :—

"The placing on the canal of Alexandria of a steam vessel with patent propellers, by which the passage from Alexandria to Atfeh and *vice versa* will be made in *six hours*, and with much superior accommodation to that afforded by the present track boats.

"Additional steamers on the Nile, and iron luggage boats to be towed by the steamers, in order to leave the passengers unincumbered by luggage on board the steamers.

"The clearing and otherwise improving of the road across the desert.

"Enlargement and improvement of the station houses in the desert.

"Providing an additional number of carriages of an improved description.

"The formation of Transit Depôts at Alexandria, Cairo, and Suez.

"And generally the organization of an improved system of transit, with the view of ensuring the greatest amount of comfort, at the least expense, to passengers to and from India.

"In effecting these improved arrangements, it is neither wished nor intended to supersede the parties into whose hands the transit business has hitherto fallen, but rather to employ them (with increased means) in such departments of the improved system as their habits and abilities qualify them for, and on fairly remunerative terms. But viewing the importance of the object to the interests of the public, and consequently to those of the great enterprize under their direction—the numerous complaints of the present system which have recently reached them—and the utter inadequacy of the actual means of transit to meet the increased intercourse which must follow the extension of their lines of steam communication to India beyond the Isthmus of Suez, now about to be carried into effect; the Directors of the Peninsular and Oriental Steam Navigation Company have considered it to be their imperative duty to take the chief control of this part of the communication into their own hands.

"The improved arrangements will in a short time be duly announced for the information of the public.. In the meantime passengers proceeding to India are strongly recommended by no means to make any payments in London, on account of their transit through Egypt, as they will find themselves in a much better position for readily commanding the use of the existing accommodations by retaining in their own possession the means of paying for them on the spot.

It is reported, that the Pacha looks with considerable jealousy upon this powerful Transit Company, and that his support thereto cannot with any confidence be calculated upon;

indeed, it is said, that he himself has all but decided to build three stations in the desert, in connection with the French Government. Be this as it may, it is very certain that his Highness has refused to allow the Bombay Steam Committee, who had sent funds into Egypt for that purpose, to erect a stable between each station, which were deemed very desirable, that the horses might be taken five mile stages, instead of twice that distance. To obviate this difficulty, seven tents, similar to those used in the late Niger expedition, are to be sent from England and pitched between each station, until the passengers to and from India have passed.

Parties from England should take sovereigns, or East India Company's drafts on the Local Governments of India, for the payment of their passages to any of the Presidencies, as letters of credit on houses in Egypt, can rarely be cashed at a less discount than 7 per cent. In writing letters to England, they should also dispatch them by the way of Marseilles, rather than via Falmouth; the postage of a single letter by the former method being 1s. 8d., and by the latter 2s. 5d., when the same weight is brought from India for one shilling only. Surely this is one of the anomalies in our Post Office establishment, that ought long ere this to have ceased to exist.

Suez is at length gained, and the traveller's immediate attention will naturally be directed to ensuring his passage onwards. If he be bound to Ceylon, Madras, or Calcutta, and is fortunate enough to find the "India" there, he cannot have a better opportunity of proceeding speedily and comfortably to his destination, than will be afforded by her.

This fine vessel belongs to the "Calcutta India Steam Company", she is of 1206 tons burthen, 320 horse power, and cost £35,000. The total sailing expenses of each voyage from Calcutta to Suez and back, are estimated at £7500., while the total return from each voyage is calculated at £14700. She makes up 39 commodious cabins, available

for 82 passengers. The following are the rules and regulations of the Company, for the engagement of cabins, &c. &c.

"All persons in taking a passage, either themselves or through their agents, must conform to the following regulations :—

The applicants will stand in the list according to the order in which they pay their deposits, and those who stand first, will be allowed priority of choice of accommodation.

The person who first engages half a cabin, whether a lady or a gentleman, shall be allowed to make her or his selection from any of the other passengers.

Between Calcutta, Madras, Ceylon and Suez, the prices of the cabins are as follows :—

In the four large cabins, Nos. 1, 2, 13 & 14, for two persons, 1,500 rs. each, or if three persons, 1,200 rs. each; in the two cabins, Nos. 5 & 6, for two persons, 1,300 rs. each; in the two cabins, Nos. 3 & 4, for two persons, 1,200 rs. each; in the five cabins, Nos. 7 to 10 & 12, for two persons, 1,250 rs. each; in the twelve cabins, upper deck, forward, Nos. 15 to 26, for two persons, 1,100 rs. each; in the two large cabins, below abaft. Nos. 35 & 36, for two persons, 1,100 rs. each; in the twelve cabins below, Nos. 27 to 34 & 37 to 40, for two persons, 800 rs. each.

If the whole cabin be engaged for one person :—

Cabins, Nos. 1, 2, 13 & 14, 2,300 rs. each; Nos. 5 & 6, 1,900 rs. each; Nos. 3 & 4, 1,700 rs. each; Nos. 7 to 10 & No. 12, 1,800 rs. each; Nos. 15 to 26, and two large cabins below, Nos. 35 and 36, 1,500 rs. each; twelve cabins below, Nos. 27 to 34 & 37 to 40, 1,000 rs. each; steerage passengers, 400 rs. each.

INTERMEDIATE PASSAGES.—Between Bengal and Madras, 300 rs.; Bengal and Ceylon, 400 rs.; Madras and Ceylon, 250rs.

From Suez to Aden, 500 rs.; Aden to Ceylon, 600 rs. Steerage Passengers half-price.

The transfer of accommodation in the Steamer by an individual who has taken his passage, to one who has not taken his passage, cannot be permitted, but after the list has been filled up, any person wishing to stand the chance of coming in, in case of a vacancy by a lapse, may do so by registering his name and paying the usual deposit money, which will be refunded to him should no vacancy occur.

Female servants can only be accommodated in the cabins engaged for the family they belong to.

All passengers who are not unwell are expected to take their meals at the public table.

The breakfast hour will be half-past eight, the dinner at three, and tea at sunset, with a sandwich at 9 P.M.

Children under 10 years of age, half the above rates, under three years, free.

Five hundred weight of personal baggage will be allowed each passenger, and all above that quantity to be charged for at the rate of two rupees per cubic foot.

Each cabin possesses a water-closet and wash-hand stand, and has a port 18 inches square, for the admission of air, while the larger cabins have two of the latter.

Cabins can be secured in London, at Captain Barber's, 64, Cornhill, on the payment of the foregoing rates, at the exchange of two shillings the rupee.

If there is no other means of transit than by the Bombay Government Steamers, the following rules which came in force in those vessels at the beginning of the present year, will require attentive perusal.

Rules for the engagement of passages and accommodation of Passengers in the Government Steam Packets, between Bombay and Suez.

1. Application for passage is to be made at the office of the master attendant in Bombay, and at other ports to the commander.

2. The vessel which conveys the mail intended to reach Suez on the 19th of any month, is to be designated the steamer of that month; for instance, the January steamer is the one which is destined to reach Suez on the 19th of January, although leaving Bombay possibly before the end of December.

3. Passengers are to be divided into two classes, viz:

First class who sit at the commander's table and are entitled to all the privileges of the quarter deck.

Second class, who are not entitled to walk aft of the paddle boxes, who berth forward, and either arrange for their own provision, or mess with the warrant officers or engineers.

4. Every passenger of the first class shall pay the following sum, as table money for the voyage from Bombay to Suez or from Suez to Bombay, viz. a lady or gentleman, 200*rs.*: a child ten years of age and above five years, 100; a child five years and above one, 80; a child one year and under, 50; a child under one year and with the mother, free. These rates apply to the steamers of every month throughout the year, with the exception of those of July and August, in which the table money from Bombay to Suez will be as follows: viz. a lady or gentleman, 300*rs.*; a child under ten, 150; a child under five, 120; a child under one, 75; ditto with the mother, free. But the rate from Suez to Bombay will be the same in all months. It is to be understood, that for the above sums, the passengers are to be provided with a plain substantial table; but no person is entitled to more than one pint of wine and one bottle of beer per diem. Cabin passengers have the first choice of seats at the table, and after them the saloon passengers in preference to those on the deck, whose priority will be arranged according to their standing on the passage list. The seats will be arranged by the commander, and once taken, they cannot be changed without his permission during the voyage.

5. In addition to the table money, the following sums will be charged for the accommodation engaged by first class

passengers, viz. a treble cabin, 1,000*rs.*; a double cabin, 800; a single cabin, 500; a saloon berth, 350; a deck passage, 300.

6. Every second class passenger shall pay 150 rupees.

7. For each European servant, 50*rs.* must be paid as subsistence money, and 50*rs.* as passage money; for Native servants, the charge will be one half the rate for an European; but none are to be considered and taken as servants, unless they actually accompany their masters or mistresses.

8. Three lists for each month's steamer will be kept at the master attendant's office, viz. one for cabin passengers, one for saloon, and one for deck passengers. A statement of the number of each class which each packet is calculated to accommodate, will be open at the same place, to the inspection of the public.

9. Every applicant may register his name in which-ever of the lists he pleases, but the name of the packet will not be declared until ten days prior to the appointed day of sailing, when choice of accommodation will be given, according to priority of standing on the lists. Ladies having the preference for the first three cabins.

10. In the event of a greater number of names having been registered than the steamer when declared, is calculated to accommodate, the supernumerary names on the cabin lists may be transferred to that of the saloon or the deck, and those of saloon lists to that of the deck, or they may be withdrawn and the deposit repaid, at the option of the parties. In the case of a transfer under this rule, the name will be placed in the same position in which it would have stood by date of registry, had the original application been for a saloon or a deck passage instead of for a cabin, or for a deck instead of for a saloon. Should any of the cabin or saloon berths remain open, after the vessel has left the harbour, the saloon or deck passengers may be allowed to take them on paying into the hands of the commander the regulated difference of price.

11. Ladies and children can take passages in cabins only, and female servants cannot be accommodated otherwise than in the cabins engaged for the family they accompany.

12. A passenger who has engaged a cabin may make what arrangement he likes for its occupation : he may either keep it entirely to himself, or admit to share it with any one that he pleases, provided only, that the name of the person so admitted (if an adult) must have been previously on one of the lists, and subject to the following restrictions, viz.

A treble cabin cannot be appropriated to the accommodation of more than four ladies ; three gentlemen ; six children ; one lady and four children ; two ladies and three children ; three ladies and two children ; one gentleman and three children ; two gentlemen and two children ; or a lady and her husband with two children.

A double cabin cannot be appropriated to more than three ladies ; two gentlemen ; four children ; a lady and three children ; two ladies and two children ; a gentleman with two children ; or a lady and her husband with one child.

A single cabin cannot be appropriated to more than two ladies ; one gentleman ; three children ; or one lady and two children. Children under five years of age may be taken extra to the compliment of a cabin, on payment of 50rs. for each, additional.

13. Passengers for intermediate places can be engaged only when there is accommodation not taken up for the entire voyage, unless the parties are willing to pay the price of the whole voyage, in which case they may register their names in the same manner as all other passengers. The vacant accommodation will be declared three days before the sailing of the vessel. The passage between Aden and Mocha, and Bombay and Suez respectively, will be counted as one half of the whole passage between Bombay and Suez ;—between Judda and Suez, will be counted as one-third, and be-

tween Judda and Bombay as two-thirds; Cossier and Suez are considered to be alike.

14. The engagement of a passage will not be considered valid, unless a deposit of the following sums be made at the time of application, viz.; for a cabin passage, 300rs.; for a saloon, 150; for a deck, 125. This deposit, should the party not proceed, will invariably be forfeited, except under the provisions of art. 10, and in cases where, by the production of a medical certificate, it is satisfactorily shown that the person was compelled, by sickness, to abandon the passage. A deposit is not required on the registry of the names of children, except when the children are to occupy a cabin, by themselves, in which case the same deposit must be made as for the cabin passage of a lady or gentleman, viz. 300 rupees.

15. To prevent unnecessary trouble, the master attendant is authorized to receive and pass receipts for the deposit money.

16. Ten days prior to the appointed day of sailing, each passenger must pay to the master attendant the remaining portion of the passage money, in default of which the deposit will be considered forfeited, and any claim to passage invalid. When the cabins are finally allotted, an adjustment will be made with the party or parties to whom they are appropriated, the difference between the value of the place occupied by each individual and the deposit made under article 14, being paid up or returned, as the case may be. When the passage money has been paid up, no portion of it can, on any plea, be returned, except under the provisions specified in article 14.

17. Persons who, from non-arrival at Bombay, may have omitted to pay the balance of the passage money, may be re-admitted as passengers, if before the period of the departure the balance is paid. They however will be placed at the bottom of the list of the class of passengers in which they are registered.

18. No transfer of accommodation in the steamers by an individual who has taken a passage to one who has not taken his passage, will be permitted, but after the list has been filled up, any person wishing to stand the chance of succeeding to a vacancy caused by a lapse of any kind may do so, by registering his name and paying the required sum, which will be refunded to him should no vacancy occur.

19. It is to be understood, that Government reserves to itself the right of appropriating a cabin or cabins for the use of public functionaries or others proceeding on duty or by special order of Government, as passengers in any of the Honorable Company's Steamers.

20. Passengers on a steamer that may, from accident or other cause, be obliged to return to port will be entitled to the refund of the amount that has been paid, deducting therefrom a sum for the table allowance of the commander according to the number of days that the vessel may have been at sea, calculating the average time occupied in a voyage to or from Suez to be 18 days, and Aden 10 days.

21. It is necessary for passengers not belonging to the Honorable Company's service, to make the requisite arrangements at Suez or other intermediate Port with the commander, before, or at least at the time of their embarkation, for the payment of the passage money.

22. For the convenience of passengers from the Red Sea to India, the commanders of the Honorable Company's Packets are authorized to receive payment of passage money, at Suez or any port between Suez and Bombay, in sovereigns, Spanish dollars, or German Crowns, at the following rates of exchange; viz. sovereigns, at 10 rs. each; Spanish dollars, at 2 rs. 3 annas each; and German crowns, at 2 rs. 2 annas each.

23. The baggage of each passenger must not exceed 4 boxes of the following dimensions:

Length . . .	2 feet 5 inches.
Breadth . . .	1 foot 5 inches.
Depth . . ,	1 foot 3 inches.

and the total weight must not be more than 4 cwt. Second class passengers are allowed half the above quantity.

24. Each cabin passenger may, if he pleases, put all his baggage into his cabin. The saloon or deck passengers will be allowed to keep one box or bag above. The rest of the baggage is to be in the baggage room, and passengers will be allowed access to it twice a week, on a day and hour fixed by the commander, who will appoint a person to have charge of the baggage.

25. Any applicant may be refused a passage without any cause being assigned, either by the authorities at Bombay, or by the commander of the vessel when away from Bombay; but a report of the rejection is to be communicated to Government.

26. All persons who take passage, either themselves or through their agents, will be considered as thereby binding themselves to comply with these rules, which will be shown by the master attendant, or by the commander of the vessel, to parties who engage passage.

P. N. Melvill, *Secretary to Government.*

The following account of the steamers attached to the Bombay side of India, and principally employed in the packet service, may not be uninteresting.

“Beginning with the ordinary sailing-vessels of the Company’s navy, they amount to 15 in number, of an aggregate burthen of 3419 tons, and an aggregate armament of 128 guns; consisting of one ship (which, however, is dismantled, and used as a hulk); three sloops of war, of about 400 tons burthen, and an armament of 18 thirty-two pounders each; four brigs, of 258, 255, 192, and 179 tons respectively, of 10 and 6 light guns; six schooners, of from 70 to 157 tons, two

of which are armed with long thirty-two pound guns, the others with 4 six pounders each; and of two light cutters. These, though not apparently a very formidable fleet, are smart light teak-built craft, chiefly employed in protecting the trade along the coast, or in the packet or transport service. They are at present greatly over-worked, especially those of them stationed in the Red Sea and Persian Gulf; and heavy complaints are made of their being under-officered, the Directors having, in 1838 and 1839, reduced the establishment from 7 captains, 12 commanders, and 45 lieutenants, to 4 captains, 8 commanders, and 40 lieutenants, amongst whom are shared the duties of the 15 sailing vessels.

"Nine large steam vessels, of from 700 to 1000 tons, are now afloat; besides the Akbar and the Memnon, on their way to Bombay. Seven armed iron steamers are on the Indus, and four in the Euphrates, of from 40 to 70 horse power each. Each vessel has a detachment of the marine battalion on board. The whole of this squadron and steam flotilla is commanded by Captain Oliver, R.N., superintendent of the Indian navy. A system of instruction in naval gunnery is carried on, similar in detail to that pursued in her Majesty's ship *Excellent*; also a school of navigation and engineering.

"It is to their steamers that the Company now look as the right arm of the strength of their marine. These consist of nine splendid vessels, of an aggregate burthen of 15,658 tons, and a gross value of about £500,000. They are mostly in very high condition. By far the fastest of the Company's steamers is the *Victoria*, a beautiful ship, built in Bombay in 1840, commanded by Lieut. Kempthorne, and which has hitherto beat every vessel in the packet service in her voyages to and from Suez with the overland mails. The *Auckland*, *Sesostris*, and the new *Semiramis* are steam frigates, with no great power of engine for the size of the ship, but with a fine schooner-rig for canvas. The *Sesostris* and the

Cleopatra are the finest vessels under sail, making on a wind, if it blows fresh, from nine to ten knots an hour, and beating most sailing-vessels that come in their way. The same may be said of the Auckland and the Semiramis. The first-named of these two sets of vessels have different modes of disposing of their engines, so as to sustain as little retardation as possible from the immersion of their paddle-floats; the Cleopatra disunites her connecting-rods at their junction with the crank, and permits the paddle and paddle-shaft to revolve freely altogether; the Sesostris takes out her crank-pins. We believe the former of these plans to be the preferable of the two methods, where the construction of the machinery permits its application. The steamers at present are mostly in a state of very high efficiency, with the exception of the Hugh Lindsay, Zenobia, and Berenice, of which the last only requires some repairs in her sheathing, and a general overhaul, she having been literally knocked off her legs with hard and incessant work.

“The following is a list of the steamers, and of their various appointments:—Victoria, 714 tons, 230 horse power, 3 guns, speed $9\frac{1}{2}$ miles an hour under steam. Atalanta, 667 tons, 210 horse power, 3 guns, $7\frac{1}{2}$ miles. Hugh Lindsay, 411 tons, 180 horse power, 4 guns, 6 miles. Cleopatra, 700 tons, 220 horse power, 4 guns, $8\frac{3}{4}$ miles. Berenice, 646 tons, 230 horse power, 3 guns, $8\frac{1}{2}$ miles. Sesostris, 600 tons, 220 horse power, 4 guns, $7\frac{1}{2}$ miles. Zenobia, 670 tons, 285 horse power. Auckland, 950 tons, 220 horse power, 4 guns. Semiramis 1000 tons, 300 horse power, 4 guns. With the exception of the Hugh Lindsay, which is old-fashioned and tardy in her motions, and the frigates Auckland, Sesostris, and Semiramis, the other steamers are mostly employed in the packet service to Suez, a voyage out and in of 5984 miles, commonly performed, all delays included, in 38 to 40 days—the stay at Suez being about 100 hours, that at Aden 36.

“These steamers consume from 600 to 700 tons of coal

each voyage, the expense of which is about £3 per ton; it is computed, however, that including wastage, the cost of that employed in raising steam must be upwards of £4; so that the coaling alone costs from £2,500 to £3,000 for each voyage up the Red Sea. The cost of coal for the Bombay steam flotilla amounts annually to upwards of £30,000. The greater part of this is contracted for in England, and costs about £3 when landed at Bombay: a considerable portion has of late been purchased at Bombay, and has cost somewhere about £1 16s. per ton. At Suez, about 1,500 tons are required annually; cost, including salary of agents, £5 10s. per ton.

"The number of passengers of all descriptions for two years preceding May 1840 was, from Suez, 234, for Suez, 255; these include servants and children. The fare of first-class passengers betwixt Suez and Bombay was £80; of which £30 went to the commander of the vessel for table-money, and £50 into the Government treasury. The gross receipts for passengers, in the period just alluded to, were somewhat above £30,000; of which about £12,000 has gone to the commanders for table-money, and £18,000 to the treasury."

To those persons who may, after inspecting the Pyramids and other sights near Cairo, have inclination and time to explore more of the wonders of Egypt, the following notes of a journey made by Capt. Crauford up the Nile from Cairo, may be found of service.

"The great pyramid of Saccarah contains a small chamber, with a few hieroglyphics differing in this respect from all others. The arched tombs (now nearly destroyed) proving the pre-augustan existence of the masonic arch, is of the time of Psammeticus 2nd, about B. C. 604.

"Mitraheny, a large colossus of Rameses 2nd, the supposed Sesostris. Mounds and indistinct remains of Memphis. On the right bank are the quarries from which a portion of the stones for the pyramids were drawn. In one part oxen are represented drawing a block placed on a sledge. A little

to the south of the modern village, is an inclined plane, leading from the quarries to the river.

"Thirty-four miles further to the south, at Atfieh, mounds of Aphroditopolis, but without ruins.

"Left bank, false pyramid (Meidoun) difficult of access on account of the canal.

"Three miles beyond Feohm, and on the opposite side, (right bank) remains of crude brick walls, with hieroglyphics on the bricks.

"Right bank, eight miles north of Mineyeh, is Tehnah, the ancient Acoris. Greek Ptolemaic inscription. Tombs cut in the rocks with inscriptions. Roman figures in high relief. Quarries on top of mountain, with a tank for water.

"Right bank, seven miles beyond Mineyeh, is Rohn Ahman, some grottoes, and ruins of an old town.

"Nine miles further, (right bank) Beni Hassan; remarkably interesting grottoes of the time of Osirtasen, (about B. C. 1740) in whose reign it is calculated that Joseph arrived in Egypt. To see them well, the surface must be slightly oiled; and the plans, explanatory of the trades, amusements, domestic arrangements, &c., of the ancient Egyptians, merit particular attention. In the columns of the best grotto we recognize the *Doric Order*. In the entablature over the doorway, observe that the ends of rafters are sculptured instead of mutules and tryglyphs.

"About a mile and a half south is another grotto, a temple of Pasht, Bubastis or Diana, the *Speos Artemidos* (date Thotmes III. fifteenth century B. C.) The *Speos* is known by the name of *Stable Antar*. Near it are deposited cat mummies.

"Right bank, at Shekh Abebdeh, are a few remains of *Antinoe*, built by Adrian. The principal streets may be traced, as well as the hippodrome, towards the east, out of the walls. Grottoes in the rock, &c.

"This whole district has been famous for thieves from the time of Bruce to the present day.

"Right bank. El'Rasheh, a grotto in the mountain, with a statue represented on a sledge.

"The ruins of Hermopolis at Ashmouneyn have been destroyed.

"The Pasha's sugar factory at E'Rairamoon merits a visit.

"Left bank. Ibayda, at the corner of the mountain, crude brick walls, and some grottoes not very remarkable.

"After Shekh Said, the mountains go off to the eastward, leaving the river. A little beyond is Til el Amama, to the south of which are the ruins of an ancient town, of which only the brick houses remain. Wilkinson supposes this place to be Alabastron, but perhaps without sufficient reason.

"To the south are grottoes in the mountain with curious sculpture, and upon the mountain is an alabaster quarry. The sculptures represent a king and queen offering and praying to the sun, which shoots forth rays terminating in human hands, one of which gives the emblem of life to the king. Procession of soldiers, &c.

"Six miles before Manfaloat, at el Hareib, are the ruins of an old town in a ravine, in which are dog and cat mummies.

"Near Maabdeh, opposite Manfaloat, are crocodile mummy pits, difficult of access and dangerous.

"E'Siout, the capital of the Said, and standing on the site of Lycopolis, merits a visit. The gardens are celebrated. Visit the grottoes in the Mountain, if it be only to enjoy the beautiful view, which is perhaps unequalled in Egypt. The mummies of the wolf are occasionally found.

"The remains of the splendid temple of Antæopolis have been sapped and carried away by the stream. A few stones only serve to point out its site at Gau, (right bank.)

"Right bank. Shekh Eredi, where a Moslem saint, transformed into the form of a serpent, still performs very wonderful cures upon those who can pay. Some small grottoes on the left bank. To the west, Loohag, near the corner of the

mountain, are remains of Athrebi. Inscription in stone, in a ruined temple. Grottoes in the mountain.

"To the west of this is the white monastery Deira bow Sehwoodee. It has very much the appearance of an Egyptian temple, having a cornice and tomb, and is supposed to have been founded by the Empress Helena. Like the other Deirs, it is inhabited by Christian peasants.

"Right bank. At Ekhmin, nearly opposite Loochag, are remains of Panopolis. A large mass of stone contains a Greek inscription of the temple of Pan.

"Left bank. Monshiet, eight miles beyond Ekhmin, remains of a stone quarry. Ptolemais Hermii.

"Left bank. Abydos, three hours' ride from Girgeh, and two hours from Bellianeh. Take donkeys at Girgeh and send the boat on to Ballianeh. When last at Abydos, I was entertained for the night, at the 'Deir,' to the north or north-west of the village. The most remarkable monument is what Strabo has described as a 'Memnonium,' a very singular building, consisting of several parallel arches or arcades, leading, he says, to a tank, now concealed. The arches are *not* masonic, but cut out of large masses of stone: and it is this circumstance which has, in a great measure, given rise to the error, as to the arch not having existed previous to the Augustan era. The building was begun by Osiren, the father of Sesostris, and finished by his son.

"To the north of the Memnonium is the small temple of Osiris, built, or at least finished, by Rameses II. and remarkable for having had a sanctuary made of alabaster, and for containing the famous tablet of the kings, which, next to the Rosetta stone, has been of the greatest assistance to the students of hieroglyphics. The Necropolis has been robbed to form the collections of Salt, Drovetti, and others.

"Right bank. How, Diospolis parva—few remains—vestiges of a temple of late date, and about a mile and a half to the south, of other mounds.

"Left bank. Dendera (Tentyris) opposite Genneh. The principal temple was consecrated to Hathor, the Egyptian Venus, and not to Isis. The most interesting as well as most ancient sculptures are outside, at the western extremity, where we see Cleopatra and her son Cæsarion. The sculptures above are of the time of Augustus, as are those of the lateral walls of the naos. The pronaos presents the portraits and names of Caius, Claudius, and Nero, as well as Tiberius, by whom it was constructed. The pylon leading to the temple, is (or was) of the time of Domitian and Trajan. The peripteral temple to the right, is the Typhonium, and immediately behind the great temple, is a small one consecrated to Isis. The pylon towards the south is connected with the latter, and was raised in the reign of Augustus. The walls of the town, and a second wall for the sacred edifices, may be traced, and there are, I believe, some tombs in the mountain behind the town that have not been properly explored.

"Right bank. Quopht, the ancient Coptos—ruins of town and temple—small Roman-Egyptian temple, in the village of El Qalah, towards the north, forming once a part of Coptos. Qoos, Apollinopolis-parva. No more remains left, but a monolith converted into a tank, and to the north of the town is a well.

"Thebes, Diospolis-magna, on the east side, consisting of Karnak and Luxor; the Lybian suburb on the west bank, consisting of Gournah, Medeenet Haboo, &c. the tombs of the kings and those of the queens, &c.

"KARNAK.—At least fifteen centuries combined to raise the great temple, the different ages of the various portions of the edifice being distinctly traceable, from the time of Osirtasen I. (B. C. 1740) to the Ptolemies. On approaching the great west propylon, observe the holes (almost like windows, and by some described as such) for fixing the flag-masts, as well as the recesses below, in which they were

planted. After looking at the great hall of columns, and the obelisks, &c., notice particularly the granite sanctuary, which is a restoration of one destroyed by the Persians. It was raised by Alexander, in compliance with a vow of Philip. On the sandstone wall that encloses and protects this sanctuary, observe (north wall) a very curious and rich offering, in which a Pharoah presents to the temple, obelisks, flag-masts, gold and silver, &c. The numbers are placed beneath the offerings. The sculptures deserve particular attention. Those on the outside of the southern wall relate to the conquests of Shishak, who plundered the temple of Jerusalem. The name of the place (Joudamallah) is legible on a cartouche, one of thirty led captives before the gods of Thebes.

“ The whole north wall is covered with historical sculptures, all of which were originally painted, representing the conquests of Osiren, the father of Sesostrius. Some little attention is required to see them well. One group is more curious than the rest: the king has caught his adversary with his bow-string and is decapitating him. Notice the triumphal return to Thebes, and remark the Nile (distinguished by crocodiles), with a bridge thrown across it.

“ To the south of the great temple is a tank ; then come several immense propyla, part of an avenue of sphinxes, and lastly some remains of a considerable temple, which was surrounded by a lake.

“ To the north are other remains, with a handsome propylon, of Ptolemaic date, and an avenue of sphinxes.

“ The temple, second in importance at Karnak, is of the Pharaonic period, but approached by a pylon of Ptolemaic date, at the extremity of the great avenue of sphinxes leading to Luxor. On the right of the first or hypæthral court, notice a sculpture, illustrating the manner in which the flag-masts were raised before the temples. Adjoining this tem-

ple, and on its west side, is a small temple of Oph, in which travellers sometimes lodge.

" From Karnak to Luxor, it is easy to trace the lines of sphinxes, which connected the palace of the latter with the temples of the former.

" Luxor, with the exception of the sanctuary, is entirely Pharaonic, having been founded by Amenoph III., in the fifteenth century, B.C., and finished by Rameses II., in the fourteenth century, B.C. The granite sanctuary, like that of Karnak, is a restoration, and of the same age. In one of the halls, approachable from the river side, observe a curious set of sculptures, relative to the birth of the founder of the palace. His mother, the queen, is seated on the stool of accouchement, surrounded by midwives and divine genii. The latter present him the emblem of life. A little further on, the infant is presented to and caressed by Amunre; and Thoth, the god of letters, is choosing for him his prenomen, 'sun, lord of justice and of truth.'

" To see the interesting sculptures on the great propylon, it is necessary to visit the palace at an early hour. They relate to the conquests of Rameses II., but much attention is required to make out their details. In the midst of the fortified camp, is a lion, the companion of Sesostris in war; but it is probable that you will not be able to distinguish it.

" *Lybian Suburb.*—To see the tombs of the kings, one night should be passed in the valley of Biban ool Moolk; but the entrance of one of the excavations affords sufficient accommodation. That of Belzoni is usually preferred.

" Belzoni's tomb (that of Osiren, whose conquests are depicted on the north side of the great temple of Karnak,) is the most magnificent; next to that, the tomb of Rameses III. is the most interesting. It is near an angle of the rock, and will be readily distinguished by the recesses on either side of the principal shaft. These little cabinets contain some exceedingly curious sculptures or paintings, and, it is from one of them that Bruce drew his harp scene.

" The tombs of the queens are in a separate valley to the west of Medinet Haboo.

" At Goorneh (old Goorneh) is the palace of Osiren I. In the Aposiet are some remains of a very ancient temple, of which a portion is cut in the rock—an arch (not masonic) very similar to those of Abydos. Between the Aposiet and the Memnonium are many tombs deserving attention.

" The Memnonium (now perhaps more properly called the Rameseion, i. e. 'Rameseseion,' the 'house of Rameses') is of the most uniform and elegant of Egyptian structures. Pay particular attention to all the battle scenes; to the immense statue of Rameses II. supposed to have weighed nearly a thousand tons; to the circumstance of the bases of the columns of the heptastyle being made seats; to a very remarkable sculpture at the west extremity of the hall; to the private apartments which follow—the Pharoah seated in the sacred Persia—the next apartment supposed to be the library—traces of gilding on the doorways, &c.

The Colossi in the Plain.—Of these, the northern one is the vocal statue of the ancients. It is of Amunoph III., the founder of Luxor, who reigned in the fifteenth century, B. C. Wilkinson discovered the means of deception; a stone, which, when struck, produces a sound similar to that described by Strabo and Pausanias, is still to be found in the lap. The other statue bears the same cartouches, and both are supposed by Wilkinson to have stood at the commencement of a dromio, or avenue of the sphinxes, running nearly twelve hundred feet towards an indistinct mass of buildings now called Kom el Hattan. Champollion and some architects suppose that they stood before a propylon.

Medinet Haboo.—A temple-palace, a private palace or harem, and a temple. The harem is very interesting, but partly destroyed. It consists principally of a pavilion in advance of the palace, and in it are some curious sculptures, among which the king is represented playing chess with his ladies. A ladder is necessary.

"The great temple-palace is remarkable not only for its architecture, but for the sculptures representing the conquests of Rameses III. (about the thirteenth century, B. C.) These are particularly remarkable in the hypæthral court, where there is exhibited, in the northern side a magnificent pageant, the coronation of the Pharaoh. The whole exterior of the northern side of building is covered with battle scenes. Among the heaps of hands poured out before the conqueror, are lions' paws; there are also heaps of Phalia.

"The great lake, for the ceremonies of the dead (the hippodrome of the French savans), will be best distinguished from the top of the pavilion or harem. There are several other remains, and tombs without number.

"There is no trace whatever of a wall of circumvallation, though the crude brick enclosures of the temples still remain."

Parties arriving at Bombay, whose destination may be Madras or Calcutta, will rarely experience much difficulty in finding vessels for their conveyance. Except during the strength of the south-west monsoon (when she cannot run), there is a little steamer called the "Seaforth," which leaves a few hours after the arrival of the Suez packet, and conveys the mails to Ceylon, touching at Mangalore on the Malabar coast, where, or at Ceylon, passengers could land: if at the former place, travelling across the Peninsula by dawk, or in a buggy, as the road throughout is good enough for that conveyance. But should there be vessels going from Bombay direct to Madras or Calcutta, it would be the least fatiguing and expensive mode for passengers, who are not much pressed for time, to avail themselves of such opportunities. The passages may be calculated as under:—

Bombay to Madras, during the S.W. monsoon, 12 to 18 days

—	—	..	..	N.E.	—	30 to 40	—
—	Calcutta,	..	..	S.W.	—	14 to 20	—
—	—	..	..	N.E.	—	40 to 55	—

The average cost to either place is 500 rupees.

Having said thus much of the route from England to India, it may be as well to name those that have been hitherto adopted from India to England.

1. Calcutta or Madras by sea to Cossier or Suez, without touching at Bombay. 2. Calcutta or Madras to Bombay by land. 3. Agra to Bombay. 4. Delhi to Bombay.

1. To Cosseir or Suez, by sea.

'Until recently, there was but one English vessel laying herself out for this particular voyage—the Colombo; she generally left Calcutta about the beginning of the year, touching at Madras and many other places for passengers; and her voyage to Suez was therefore seldom performed in less than two months and a half. Her arrangements were generally approved of, although so long a sea voyage, when the main object of going by this route was to shorten it, was most objectionable. The charge for a passage in her was from eight hundred rupees upwards.

A few Arab ships also left Calcutta for the Red Sea, somewhat before the Colombo, but, unlike her, their passengers had to provide themselves with provisions, liquids, cooking utensils, servants, and indeed every thing but wood and water. Their accommodations were tolerably good, and the passage cost about five hundred rupees; it became, therefore, a matter of calculation whether it was worth while to pay that sum and be at so much trouble, or double the amount, and experience none. Many persons objected to embark in them on the score of safety, but this was a groundless fear, the Arabs being quite equal in point of seamanship to the Lascars, and some of their ships being now commanded and officered by Europeans. The length of their voyage without stoppages averaged seven weeks; but it was important to ascertain distinctly, before entering into an engagement, where and of what duration these stoppages were to be, as they might otherwise be of such length as to frustrate all the passenger's

arrangements. Their voyages also generally terminated at Jiddah, whence a passage had to be procured by some other means across, or up the Red Sea, to Cossier or Suez; this was at times difficult, if not impossible, when the traveller by chance arrived during the Hadjee or Pilgrimage, which lasts several days, and during which no business is transacted. The ceremony commenced in the year 1841, about the middle of January, and occurs about a fortnight earlier in each successive season.

It has been deemed advisable to speak in the past tense of sailing vessels from Calcutta to Suez, as it is but fair to expect that the successful voyage of the "India" steamer at the commencement of the present year, is only the forerunner of a similar and regular monthly communication between the capital of Bengal and Egypt, and so supersede the means previously in vogue.*

* The "Hindustan," a splendid vessel belonging to the Peninsular and Oriental Steam Navigation Company, was launched at Liverpool on the 26th April, and is advertised to sail from England early in September, so as to start from Calcutta on her first voyage to Suez on the 20th December. The "Bentinck," another vessel of the same size, will be ready for launching in September; and is intended also for the Suez line; and the splendid "Precursor" is now in the East India Docks, waiting only for a purchaser to come forward, to be also dispatched to Calcutta, so that there is really no good reason why the communication between the metropolis of India and Egypt, should not be as frequent and regular as that between Bombay and Suez. The length of the "Hindustan" is 240 feet, her breadth 39 feet, and she measures about 1,800 tons. The engines, constructed by Messrs. Fawcett, Preston and Co., are of 520 horse power. The plan for her interior arrangements is calculated to promote the utmost comfort to passengers; spaciousness, light, and perfect ventilation being its leading features. The saloon is unencumbered by sleeping cabins, the large airy side ports and stern windows admitting light and circulation of air in abundance. A spacious corridor, 170 feet in length, runs on each side of the ship, on the main deck fore-and-aft, between the ship's side and the range of private cabins; forming as it were a street, having on one side the range of spacious side ports, and on the other the doors entering the private cabins, which are adapted to the accommodation of families, parties of friends, or single persons. Warm, cold, and shower baths also form an item in the comfort provided. The accommodations on the lower deck are equally comfortable and airy. She has berths for 150 passengers, and besides carrying coal for twenty days' consumption, can take about 400 tons of stores, luggage, and cargo.

Abstract of the Log of the Steamer "India,"

cannot be otherwise than interesting. The Regular

FROM CALCUTTA

Date.		Number of Hours under Weigh.	Place at Noon.		Course, Distance, and Speed, by Observation.			Wind.
			Lat.	Long.	Courses.	Distance Miles.	Average No. Miles per Hour.	
January, 1842..	11		21.4	88.22	At 8 p.m. left Sand Heads			
	12	16	19.46 N.	86.48 E.	S.W.	112	7.	Light
	13	24	17.46	85.3	S. 44 W.	168	7.	Varied
	14	24	15.35	83.8	S. 41 W.	174	7.25	N. E. by E.
	15	24	13.40	80.45	S.W. $\frac{1}{2}$ W.	183	7.62	E. by S.
		5	Madras Roads.		S.W. by S.	42	8.40	D. by S.
	Total....	93	Hours Steaming.		Miles	679	7.30	

FROM MADRAS

Total..	17	18	11.00	81.10	S. 27 E.	142	7.84	E. by S.
	18	24	7.45	81.50	S. by E. ½ E.	201	8.37	E. by S.
	19	25	6.1	80.19	Rnd. Ceylon	215	8.63	D. by S.
	67	Hours Steaming			Miles	558	8.33	

FROM CEYLON

February.....	21	12	6.6 N.	79.8 E.	W. ½ N.	72	6.0	N. by E.
	22	24	6.53	75.46	W. by N. ½ N.	201	8.57	N. by E.
	23	24	7.27	72.26	W. 12. N.	205	8.54	N. by E.
	24	24	8.24	69.41	W. 16. N.	174	7.25	North
	25	24	9.18	67.1	W. 17. N.	172	7.16	Varied
	26	24	10.15	63.50	W. 17. N.	200	8.33	N. by E.
	27	24	11.5	60.18	W. 13. N.	218	9.08	N. by E.
	28	24	12.6	56.44	W. 16. N.	222	9.25	N. by E.
	29	24	12.48	53.35	W. 12. N.	196	8.16	Lt. Varied
	30	24	12.45	50.55	West.	164	6.83	D. by S.
	31	24	12.52	47.39	W. 2 N.	197	8.16	D. by S.
	1	19	Aden Roads.		W. 2 S.	162	8.52	Calcutta
	271					2183	8.06	
Total....								

OLLOWING

Calcutta, Madras, and Point de Galle, to Suez,

he engagement of Passages in her have already been given.

TO MADRAS.

and Sea.	Course, Distance, and Speed, by Log.			No. Hours under Steam.	Distance Steamed.		Consumption of Coal.		Average per Horse per hour.
	Course.	Distance.	Average No. Miles per Hour.		Miles per Day.	Average Miles per Hour.	Per Day.	Tons. Cwt.	
Smooth.	S.W. $\frac{1}{2}$ S.	119	7.4	16	119	7.4	17	"	7.43
Ditto.	Ditto.	178	7.41	24	178	7.41	25	"	7.31
Ditto.	Ditto.	186	7.75	24	186	7.75	24	"	7.
Ditto.	Ditto.	190	7.93	24	190	7.93	25	"	7.3
Ditto.	S.W. by S.	43	8.4	5	43	8.4	5	"	7.
		715	7.63	93	715	7.63	96	"	7.27

POINT DE GALLE.

Smooth.	S. 17 E.	137	7.6	18	140	7.66	21	"	8.17
Ditto.	S. by E.	191	8.00	24	195	8.12	24	"	7.
Ditto.	End. Ceylon	184	7.66	25	184	8.1	25	"	7.
		512	7.64	67	519	7.74	70	"	7.3

TO ADEN.

Smooth.	W. by N.	77	6.41	12	77	6.41	18	"	10.5
Ditto.	W. by N. $\frac{1}{2}$ N.	179	7.45	24	190	7.91	26	"	7.58
Ditto.	Ditto.	190	7.91	24	190	7.91	26	"	7.58
Ditto.	Ditto.	184	7.66	24	180	7.5	26	"	7.58
Ditto.	W. by N. $\frac{1}{2}$ N.	192	8.00	24	180	7.5	25	"	7.29
Ditto.	W. by N. $\frac{1}{2}$ N.	207	8.6	24	207	8.6	26	10	7.7
Ditto.	Ditto.	217	9.04	24	217	9.04	27	"	7.88
Ditto.	Ditto.	225	9.35	24	225	9.35	26	17	7.83
Ditto.	W. 12 N.	215	8.95	24	215	8.95	26	10	7.7
Ditto.	West.	190	7.91	24	190	7.91	24	10	7.14
Ditto.	W. $\frac{1}{2}$ N.	210	8.67	24	205	8.54	27	"	7.88
Ditto.	W. 2 N.	158	6.58	19	158	6.58	18	15	6.9
		2244	8.32	271	2234	8.24	290	2	7.7

FROM ADEN

Date.		Number of Hours under Weigh.	Place at Noon.		Course, Distance, and Speed, by Observation.			Wind.
			Lat.	Long.	Course.	Distance.	Average No. Miles per Hour.	
February, 1842	4	19	13.39 N.	43.5 E.	Thro' Strts. Babelmandl.	165	8.68	Fresh S.
	5	24	16.30	41.15	N. 31 W.	213	8.87	D.
	6	24	19.8½	39.19	N. 38 W.	201	8.37	Mod. S. East
	7	24	21.36	38.2	N. 26 W.	164	6.83	P.M. Set in
	8	24	23.25	37.17	N.N.W.	118	4.91	Strong N. by E.
	9	24	25.48	35.45	N. 33 W.	170	7.08	Fresh N. by E.
	10	24	27.50	33.54	N. 44 W.	170	7.08	Strong N. by E.
	11	20	Suez Roads.		N.N. 10½ W.	154	7.7	Mod. N. by E.
	Total....		183			1355	7.4	

ABSTRACT OF THE LOG OF THE STEAMER "INDIA"

	Hours.	Miles.	
From Calcutta to Madras	93	Distance run	715
From Madras to Ceylon	67	"	519
From Ceylon to Aden	271	"	2234
From Aden to Suez	183	"	1381
Total time	614	Total distance	4849

Averaging 189 Miles 53-100ths a-day for the 21st.

ABSTRACT OF THE LOG OF THE STEAMER "GREAT LIVERPOOL"

	Hours.	
From Alexandria to Malta	127	Dis-
From Malta to Gibraltar	118	
From Gibraltar to Falmouth	124	
Total time	369	1

Total under Steam 14 days 9 hrs.

TO SUEZ.

and Sea.	Course, Distance, and Speed, by Log.			No. Hours under Steam.	Distance Steamed.		Consumption of Coal.		Average per Horse
Sea.	Course.	Distance.	Average No. Miles per Hour.		Miles per Day.	Average Miles per Hour.	Per Day.		per Hour.
							Tons.	Cwt.	
Smooth.		158	6.58	19	158	6.5	25	..	9.2
Cross Sea.	NN.W $\frac{1}{2}$ W.	213	8.87	24	213	8.87	24	..	7.
Less Sea.	N. 33 W.	205	8.54	24	205	8.54	24	8	7.1
Cross Hd. Sea.	N. by W. $\frac{1}{2}$ W	170	7.08	24	170	7.08	24	15	7.2
Head Sea.	NN.W.	134	5.58	24	134	5.58	27	12	7.87
Ditto.	N.W. by N.	171	7.1	24	171	7.1	25	2	7.8
Nrthly. Swell.	N.W. by N.	176	7.3	24	176	7.3	29	15	8.67
Smooth.	NN.W. $\frac{1}{2}$	154	6.41	20	154	6.41	22	6	7.8
		1381	7.573	183	1381	7.573	200	18	7.75

ON HER FIRST VOYAGE FROM CALCUTTA TO SUEZ.

	Miles.		Tons.	Average per Horse Power per Hour.	
per hour	7 $\frac{32}{100}$	Coal used	96	..	lbs. dec.
"	7 $\frac{74}{100}$	"	70	..	7. 37
"	8 $\frac{24}{100}$	"	290	..	7. 3
"	7 $\frac{578}{1000}$	"	200	..	7. 7
				..	7. 75
Average	7 $\frac{100}{1000}$ knots.	Total	656 tons.	Average	7. 60

14 hours under Steam on the Voyage.

FROM ALEXANDRIA TO ENGLAND, FEBRUARY AND MARCH, 1842.

	Miles.		Miles.
run	838	Average per Hour	6 $\frac{601.00}{1000}$
	1016	"	8 61
	1020	"	8 19
distance	2874	Average	7 $\frac{122}{1000}$

averaging 18 $\frac{1}{2}$ Miles per day.

2. From Calcutta or Madras by land.

From Calcutta to Bombay by land, there are two routes—one by Midnapore, Sumbulpore, Reypore, Nagpore, Aurngabad and Poona; the other by Cuttack, Vizagapatam, Ellore, Hyderabad, Secunderabad, Sholapore and Poona: the distance of the former is under 1,300 miles; of the latter somewhat beyond 1,400.

From Madras to Bombay, two routes are also practicable, one joining the latter of those from Calcutta at Moonegallah, one hundred miles distant from Hyderabad; the other by Cuddapah, Bellary, Beejapore and Poona; the former being in all nine hundred and seventy miles, the latter about eight hundred.

The statement of these distances alone will, it is apprehended, be sufficient to deter all but parties who are much pressed for time from adopting either route, even were no other difficulties in the way. The Government Dawks extend but a comparatively short distance from the presidencies into the interior, and the traveller must, therefore, make strict enquiries, and perfect all his arrangements on this head, before starting, or he stands the chance of breaking down in the middle of his journey. It is useless to lay down any especial rules for his guidance; the routes are pointed out, and he must, from his own personal enquiries, be satisfied of their feasibility. It may further be remarked, that when away from the post-office tracks, the mileage charges are generally higher.

In the cold season only should these journeys be attempted; during the hot winds and rains, it would be next to impossible, under any circumstances, to perform them. The Dawk traveller is referred to the third chapter for hints that may be of service to him, if about undertaking so long a journey as the foregoing.

The following hints of a recent traveller from Madras to Bombay, may be useful to any one meditating this route :

To those who propose to travel through Egypt on their way from Bengal to England, the cheapest and the most direct line will be by ship from Calcutta to Madras; and thence by dawk from Madras to Bombay.

When the weather is favorable for a pattamar to run up the coast to Bombay from Mangalore, a dawk may be laid thereto through Bangalore, Seringapatam, and Mercara; the cost of which will be about 300 rupees, and the expense thence to Bombay by pattamar may be about 150 rupees.

It is understood that the Madras government is having a dawk-road prepared to pass through Bellary and Beejapour, which, it is estimated, will be the shortest and most direct line between those places.

In a recent instance, a journey to Bombay was performed through Bangalore, and from thence by the way of Darwar, Belgaum, Sattara, the Mahabléshwar Hills, and Nagootna, which, upon the whole, was as agreeable as the nature of travelling by dawk will admit of.

The exact distances of those places from each other are not remembered; although the time, which is of greater consequence to the traveller, that was required to pass from each of them to the next, is known, as this will enable him to regulate the assigned time of his departure from each of them, so as to spare the bearers unnecessary detention, and himself demurrage for that detention.

The distance from Madras to Arcot was passed over in seventeen hours; and from Arcot to Bangalore in thirty-five hours more; than which no journey of the same extent could have been more agreeably performed, whether as regards the good state of the roads, or the excellency of the bearers.

The same may be said of the road and people from Bangalore to Serah, which lies to the north-west of it. But whether it was from want of food or from a want of will, nothing could possibly be less agreeable than the journey from this place to Huryhur.

The distance from Bangalore to Chittledroog was passed over in forty hours; and with the exception of the distance from Serah to Huryhur, pleasantly enough; but less agreeably upon the whole as regards bearers, than upon the previous portion of the road.

From the station beyond Chittledroog to Darwar, the ordinary mode of carrying a palanquin is departed from, and with the most sensible diminution of comfort. Over this distance you are carried by eight men, by means of bars of wood, attached crosswise to the poles of the palanquin, to which other bars, on either side of the poles, and parallel to them, are attached. Those who carry in this manner are coolies; and they do their work as *coolly*, and with as little regard to your personal comfort, as if you were a butt of Hodgson's pale ale. The entire distance from Bangalore to Durwar, presenting every variety of road, from good to bad, and from this to worse, was passed over in ninety hours.

The road from Darwar to Belgaum is good, and has staging bungalows at convenient distances upon it, although the entire distance is passed over in sixteen hours.

There is, as a matter of course, a good road from Belgaum to Sattara; but that by which the dawk is conveyed, and by which the palanquin bearers proceed, is over the open country, which is in some parts nearly impassable for palanquins, from the interposition of huge stones, which, it is conceived, could be easily removed at a small cost to the country. The distance from Belgaum to Sattara was passed over in eighty-three hours.

Notwithstanding the difficulty of the ascent to, and descent from, the Mahabaleshwar Hills, the town which is being formed there was reached within eleven hours after departing from Sattara: and from the hills to Nagootna, which is on the bank of a river, emptying itself into the harbour of Bombay, the distance was passed over in twenty-eight hours. Thus the entire distance from Madras to Nagootna may be

passed over in 280 hours, which is not quite at the rate of three miles an hour, without allowing for stoppages of any kind on the traveller's own account.

At Nagootna, a bunder boat or cotton boat may always be obtained to take a traveller to Bombay in a few hours, at a cost varying from twelve to eight rupees.

Along the greater part of this distance there are bungalows for the accommodation of travellers; but in this instance they were not made use of, as the writer solely depended on his own supply of biscuits and sardines, and on the villages through which he passed, for milk.

From the above time, ten hours may be deducted for delays, which could have been obviated if the nature of the roads, and the authority you have to depend upon for bearers, were better known. In illustration of this it may be stated, that in passing from Belgaum to Sattara, you have to pass through the estate of an independent rajah, called Appah Sahib, and who appears to be a kind and a good man. From the circumstance of this rajah, and his people being independent of the Company, the bearers, for whose services an indent was forwarded from Bombay, in place of being taken from the spot on a requisition to the people of the rajah, which they would willingly have complied with, were forwarded four stages from the cantonment of Sattara, and had to be paid for going and coming that distance, in addition to their regular fare as bearers. Add to this that the bearers so sent to the remote station, of which the name is forgotten, had not arrived till eight hours after they were wanted.

The exact sum which was paid for the dawk journey above marked out, is not at present known; but from the payments made by another traveller, it is concluded that the journey may be made at one half rupee a mile, including all charges.

With the exception of about three miles of the road, the whole distance is perfectly free from jungle, and so open and apparently dry, as not to justify the slightest apprehension

that fever or other disease could be caught in passing over it at any season of the year.

3. Agra to Bombay.

There is a choice of several routes also on this line, though all are difficult: two only need be named, viz. that by Jeypore, Ajmere, Nusseerabad, Neemuch, Indore, Mhow, Malligaum and Nassick; and the more direct one by Gwalior to Indore thence pursuing the former; by adopting this, however, the celebrated cities of Ajmere and Jeypore are lost sight of. The distance of the former is seven hundred and eighty miles; of the latter, eight hundred and fifty.

The post-office can lay a dawk, but for a very short distance of either route, when the traveller must depend upon other resources. By some it is occasionally marched, others make long daily stages on camels, while it is more generally performed by starting with a treble or quadruple number of bearers, the labour of all becoming thereby comparatively light, and so enabling them to go for four or five days in succession, at an average rate of forty or fifty miles in twenty-four hours, when there would, perhaps, be no great difficulty in obtaining a fresh supply. The impossibility of laying down any exact rules on this subject must, however, once more be repeated. The *voyageur* will, more readily and satisfactorily, ascertain full particulars on the spot, wherever that may be.

4. Delhi to Bombay. By Rewaree to Jeypore, and thence by the first of the Agra routes, all the remarks under the foregoing head being equally applicable here.

In the body of this work, parties leaving India in sailing-vessels have been recommended to land at Cossier, rather than subject themselves to the great delay attendant on the voyage up the Gulf of Suez, when unaided by steam. Many, to whom loss of time is no particular object, would also take this route in preference to that via Suez, from the opportunity thereby afforded them of beholding the most superb

remains of architecture the world can produce. For the guidance of such parties, it may not be deemed irrelevant to introduce a few remarks upon the route they will have to pursue, and for the details of which, as the writer has not himself travelled it, he stands indebted to the publications of contemporary writers, and the personal communications of his friends.

[The following are a few hints to Overland Travellers from India to Cosseir, and thence to Thebes, &c., drawn up by a gentleman who left Calcutta in the early part of the year 1840, and has since spent almost the whole of his time in Egypt.]

If the additional expense is not an object, by far the most advisable plan is to request Hill & Co., at Cairo, by the mail two months previous to that by which you start, to send a boat up for you from Cairo to await you at *Luxor*, and an Arab servant at *Cosseir*. The voyage ought not to exceed three weeks, it is frequently done in less—I adopted this plan in 1840, and had no reason to regret having done so; as, in consequence of a large party landing at Cosseir, those who had not taken this precaution had great difficulty in finding boats, and were eventually obliged to put up with very uncomfortable and dirty ones. Particular instructions should be given to Hill & Co. what to send up in the way of supplies, cabin furniture, &c. In 1840, not having specified my wishes in this respect, Waghorn & Co. (then a separate concern) sent up a supply of the needful articles, nothing superfluous; but having provided myself with all I required in Calcutta, they took every thing back at a very moderate reduction, and I was perfectly satisfied with W. & Co.'s agency and charges.

The hire of boats varies, of course, according to the demand. I paid W. & Co. 17*l.* per month; another party at the same time paid 20*l.* for a somewhat larger boat. On a second visit to Egypt, in December, 1841, I paid 2000

piastres; another party 2250, a third 2500, and a party of four engaged the very clean and comfortable boat of Mr. Walne, the Consul at Cairo, for 3000 piastres per month. It is necessary to have a written agreement with the Reis, registered at the Consulate, and a month's hire is generally paid in advance, the agreement stating how much more, if any, he is to receive during the voyage.

The hire of servants is generally from 12 to 15 dollars per month; that of camels from Cosseir to the Nile $\frac{2}{3}$ to 1 dollar.

The journey across is about 110 miles, or, at camel's pace of $2\frac{1}{2}$ per hour, 42 to 44 hours riding.

There are two or three routes, the choice of the camel-drivers being guided by the more or less abundant supply of water at the wells.

The camel-drivers frequently push on long marches of 12 to 15 hours a-day, under pretence of being obliged to water the animals at certain wells, occasioning great fatigue and annoyance to travellers unaccustomed to a camel's paces. The traveller should insist from the outset on halting when and where he pleases, and the drivers soon find out he is not to be imposed on, and find the means of supplying their camels and themselves with water, without subjecting their employers to such excessive fatigue.

My 1st day's journey was to Beer Inglese, (good water)	5 hours.
2nd ditto, ditto, Syed Hadgee Sulleman, (no water)	5 "
3rd ditto, ditto, Beer a Cid, Well of the Lady, (good water)	9 $\frac{1}{2}$ "
4th ditto, ditto, open desert, (no water) ..	7 $\frac{1}{2}$ "
5th ditto, ditto, Legayta Wells and Bazaar, 5 hours; Hujazi in sight of cultivation, 6 hours	11 "
6th ditto, ditto, Luxor (arriving at 11 A.M.) .	5 "
We generally avoided travelling under the mid-day sun,	

which at the latter end of March was very oppressive. The requisite supplies to be taken from India for the voyage on the Nile depend so much on the means and wishes of the traveller, that it is difficult to lay down any standard. I subjoin a list of supplies that can be procured at almost every village on the river, and their prices. On my second voyage I found every thing much dearer, but had more reason to doubt the honesty of my Arab cook than on my previous expedition.

For the journey from Cosseir the great indispensable is bottled water, say three or four dozen per individual; a tent, a Sepoy's rowtee is the best; cot and mattress with spare pins; the latter forming your camel saddle by day, and at night the cot laid on three boxes of equal height, is as comfortable as any four-poster in the three kingdoms. If, as a military man, you happen to have camel or bullock trunks, well and good; but it is an useless expense buying them expressly for the journey, as the Arabs sling every thing after their own fashion, frequently making no use whatever of the loops and hooks, and fifty other patent contrivances the traveller has been told are indispensable. A strong portmanteau with tarpaulin cover to prevent chafing will of course be required for the subsequent voyage in Europe; but for the Nile, supplies of common strong wooden cases will answer as well as any thing else of ten times the cost. Side or fire arms are utterly useless—the country is safe to a proverb. A fowling-piece for sport on the Nile, if you happen to be that way inclined. Spectacles or goggles, if unaccustomed to the use of them, do your eyes more harm than good. A lady's green veil, sewed to the inside of a solar hat, will be found far preferable. Soda water and cold tea are far more refreshing beverages in the desert than brandy pawnee, but it is as well to have a supply of the latter in case of need, a plentiful supply of beer, and a dozen of port as medicine.

Portable soups—bacon or ham—preserved vegetables, &c. according to the taste of the traveller; a good supply of candles for exploring tombs, &c. One of the most useful articles I had with me on a second voyage on the Nile was an *iron* for linen,—it enabled me with a very small stock to indulge in the luxury of a clean shirt daily.

PRICES OF SUPPLIES.

Fowls, 1 piastre each; Sheep, 18 to 20 p.; Lambs, 9 p.; Pigeons, 1 p. per pair; Young Ditto, 1 p. per dozen; Bread, 1 p. for 12 to 16 small loaves, or chepatties, very good at Thebes; Eggs, 1 p. for 40, 60, to 80 occasionally; Turkeys, 7 p.; Geese, 2 p.; Coffee, 6 p. per lb.; Country Sugar, 2½ p. per lb.; Soap, 2½ p. per lb.; Melons, 1 p. for 1 or 2; Cucumbers, 1 p. for 30 or 40; Charcoal, 25 to 30 p. per sack; hire of Ponies, 9 p. per day; Donkeys, 3 p.; Guides, 5 to 8 p.

As a guide to the probable expense of the trip, I may mention that all payments in Calcutta for an over liberal supply of stores cost—

For a party of three, 200 Rs. each, or.....	£ 60
*Hire of boat 2 months and 20 days, at 17l.	45
Arab servant „ 3l.....	8
Present to ditto and other servant.....	5
Hire of 16 camels from Cosseir, with tent-pitcher, and present to drivers, &c.	7
Bazar expenses on the Nile	13
Use of Waghorn's tent, crockery, &c., and sundry items	12
Or 50l. each.....	£ 150

* Owing to the uncertainty of a sailing voyage up the Red Sea, the boat was waiting for us much longer than would be otherwise necessary, when by steam you could calculate to a day your arrival at Cosseir. Waghorn despatched our boat on the 30th January, and we did not reach the Nile till the 26th March!

£ 120	0	....	Passage to Cosseir in the Colombo.
7	10	....	Hotel at Cairo and Alexandria, and passage per Jack o'Lantern to Alexandria.
13	10	....	Passage to Malta.
11	0	....	Quarantine at Ditto, 20 days.
10	0	....	Passage to Marseilles.
38	0	....	Expenses to London.

£ 250 0 Ought to cover every expense from Calcutta to
 London.

As in all probability the traveller would never again have an opportunity of visiting the Egyptian remains, I should strongly advise his devoting an additional month or six weeks, if he can so long restrain the natural anxiety of pressing on towards England, to visiting the first and second cataracts, and the numerous remains to be met with at nearly every day's journey. Though not so extensive as Thebes, they form in the aggregate a much wider field for the gratification of archaological curiosity.

Proceeding up the river from Thebes, the ruins succeed each other as follows:—

Erment—west bank.

Esneh—west bank—lately cleared out by the Pasha's order.

Elkah—painted grottoes—east bank.

Edfou—west bank—one of the finest remains in Egypt.

Hadgar—Silsili quarries—both banks.

Assouan—granite quarries—east bank—Island of Elephantine.

First Cataracts—charge for passing about 250 piastres.

Phylæ—(island)—very extensive and interesting ruins.

IN NUBIA.

Debade—west bank—temple and three detached propyla.

Gartaas „ quarries and small temple.

Taaffa „ two small temples and other ruins.

Kalabshe—west bank	}	very fine ruin.
		also excavated temple, Deir El Waly, very curious sculptures.
Dandour „		temple in fair preservation.
Guerfeh Hassan „		large excavated temple of the ear- liest date—very curious.
Dakkeh „		magnificent ruin in excellent pre- servation.
Maharaka „		fine portico.
Lebana „		fine temple with avenue of sphinxes.
Amada „		small temple with curious stucco paintings.

Deir—Capital of Nubia—east bank—excavated temple.

Ibrim — east bank — excavated chambers in the cliff.

Ipsambul—west bank—2 magnificent excavated temples,
better worth seeing than any
thing else in Egypt or Nubia.

• Wady Halfer—Second Cataracts—fine view from the rock
of Abousir overhanging the Cataracts.

The time spent on the journey may be estimated as follows :

Ascending with a northerly breeze—no stoppages—unless
the wind is southerly.

Cairo to Thebes 15 to 20 days.

To First Cataracts 3 to 5

First to Second Cataracts 8 to 10

Descending—allowing for stoppages.

Second to First Cataracts 8 to 10 days.

To Thebes 3 to 5

To Cairo 15 to 20

The whole voyage will thus be completed within two
months-and-a-half.

The distance from Cossier to Luxor is one hundred and
eleven miles, nearly one hundred being across the desert :

• Boat left here, and ride up to the rock of Abousir on camels.

probably the best daily halting places for those parties determined to travel leisurely, are :—

Beer-Inglese	11 miles.
Syalut-Aboo-Hoodada.....	20 „
Waud-el-Ghush	18 „
Nujaub-el-loghaut	16 „
Legayta.....	14 „
Hujazi	15 „
Luxor	17 „

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Of the road itself, Mr. Hogg, in a pamphlet, entitled “Hints to the Overland Traveller,” lately published at Madras, thus writes :—

“The route from Cossier to Kenneh possesses a material advantage over that between Suez and Cairo, in having several springs at convenient distances : the first is at Ambawajee, about six miles from the coast. The margin of this spring will be found encrusted with salt, and its water is so brackish as to be only fit for cattle. The halting-place is in a narrow valley, with a range of precipitous rocks rising on either side, to a height of several hundred feet. On leaving Cossier, the route lays for the first part in a westerly direction, passing through a succession of narrow valleys totally destitute of verdure, and bounded by hills of the most gloomy and barren appearance. The road itself is excellent; being wide and firm, with a very trifling ascent, and perfectly passable for any wheel-carriage. Between Ambawajee and Beer-Inglese, the road becomes more sandy, and some extraordinary fissures are visible in a mountain to the left, when, after rounding a projecting rock, the traveller comes on the wells of Beer-Inglese, the water of which is of better quality than the spring of Ambawajee. Here the road turns to the south-west, and continues to wind through rocky valleys, communicating with one another, though at times apparently

without an opening, till a sudden turn round the rocks, shows its course in an opposite direction. Between Beer-Inglese and Syalut-Abou-Hoodada, is a strong pass, defended in ancient times by a square fort, now completely in ruins ; and overlooked by a watch-tower on the summit of a neighbouring mountain. After passing this fort, the road ascends considerably ; it also becomes more serpentine. Here a few stunted acacias are visible, and a prickly shrub which is eaten with avidity by camels and asses. The road still continues excellent to Syed-Hadjie Sooleimaun, where excellent water is procurable from the neighbouring mountains ; here is also a ruined fort ; further on, the road takes a southeasterly direction for a short time, and still continues to wind its way between two ranges of sterile hills, on which many of the same ruined watch-towers are still visible. The route then assumes a north-westerly direction, still ascending, passes a table-land and two ghauts, when it begins to take an inclination downward to Hummamaut. Beyond this place, the road descends through another strong pass, near which are the ruins of a considerable fort and town, to a more open country, where the sand increases. Another remarkable rock to the right is visible on this day's march, which will probably be found the most fatiguing on the route. It terminates, however, at Legayta, where the water is said to be both good and plentiful.

"In traversing the desert, although the heat is great during the day, the sun is not found by any means injurious ; the morning air is bracing, and the nights indeed are very often chilly. Drove of camels are frequently met whose drivers have usually dates, water-melons, or vegetables for sale. The gazelle, the partridge, the rock or blue pigeon, are all to be found even in these desert arid wastes ; the latter birds are so tame, that they frequently alight almost beneath the feet of the camel.

"When a party is not under the control of a private tra-

veller, who of course suits his own convenience, the camels move on unceasingly, from sun-rise to sunset, and often throughout great part of the night, at the average rate of two miles and a half per hour. The camel-drivers smoke at every opportunity; their usual food is bread and hard eggs. Fires of camel's-dung are quickly lighted at each halting-place: every man kneads his own cakes of flour in a leather carried for the purpose; the hot ashes are then swept from the sand, the cakes are laid thereon, and the ashes being replaced, the Arab's meal is soon ready. These cakes much resemble the *chepatties* of India.

"After about six hours' travelling from Legayta, the cultivated valley of the Nile first becomes visible; and at Hujazi, fifteen miles distant, the traveller has the satisfaction of knowing that the desert is passed.

"Hujazi is situated on its extreme verge, and nothing can be more strongly marked than the line of barrenness and fertility here exhibited. On the one hand, far as the eye can reach, nought but a boundless sterile waste; on the other, the richest cultivation. The village of Hujazi is embosomed in foliage. Its pastures are covered with flocks and herds; its fields teem with luxuriant crops of every shade, which, with the murmur of waters raised by many wheels, the chirping of birds, and the sound of voices, contribute to form a strong and pleasing contrast to the dreary silent wastes from which the traveller has just emerged.

"At Hujazi, the road to Kenneh turns to the northward, almost parallel with the river; but that to Karnac and Luxor runs towards the south-west. From Hujazi to Luxor is seventeen miles; the road is chiefly along a raised causeway, through groves of date-trees, and amidst rich crops of sugar-cane, wheat, and Indian corn. This part of the journey will much remind the traveller of the banks of the Ganges; except that he will observe a striking difference in the size of the cattle, which in Egypt are remarkable both for size and beauty.

"At a short distance from Luxor, the traveller, from a rising ground to the left of the road, first comes in sight of the temple of Karnac. The ruins of Thebes, the city of the hundred gates, and Egypt's ancient capital, occupy both sides of the Nile, to a distance extending three leagues along the river; whilst both east and west they reach across the valley, overspreading an area twenty-seven miles in circumference. Thebes comprehends the villages of Karnac and Luxor, on the eastern bank, and Goornou and Medinet Aboo on the western bank of the river.

"The little village of Luxor has been raised in a corner of the great temple. The temple of Luxor is built on a Quay; the centre part is most ruinous; an enormous pediment fronts the river, supported by columns of proportionate magnitude. The other parts are in better preservation; particularly the northern angle, which is accessible by a staircase in the wall, and commands a fine view of the ruins of Karnac, together with the Catacombs on the western bank. The most remarkable objects in the temple of Luxor, are two superb obelisks, still in perfect preservation. The ruins of Karnac are infinitely more majestic than those of Luxor; they overwhelm the mind with astonishment at their magnitude and grandeur, and at the same time exhibit the most melancholy picture of the instability of human greatness. The grand alley of the Sphinxes, with that noble gateway to which it leads, once seen by a stranger, must ever live in his recollection.

"The memnonium, catacombs, vocal statue, and tombs of the kings, are on the western bank of the river. The former occupy the whole face of the mountain forming the western boundary of Thebes; the latter are at Biban-ool-moolk, a considerable way distant. The wonders contained in these magnificent tombs amply compensate for the fatigue of reaching them. The paintings with which the walls are covered, in alto and basso-relievo, are in perfect preservation. They represent couches, chairs, and other articles of furni-

ture, chintzes, and figured silks, such as might be found in a modern drawing-room. Every usage of the ancient Egyptians is here represented. In one chamber, the cook is seen dressing the meat, boiling the cauldron, and making bread. In another, a boy beaten for stealing fruit; a pleasure-boat, canal, fruit, and flowers, and the process of several arts, all here depicted faithfully to the life.

“ Khennéh is thirty-two miles below Thebes, and situated on the river, there, about three hundred yards in width. The town itself has a mean appearance, as the houses are built of sun-burnt brick, though several stories high. It is, however, a place of some commercial consequence; being the principal emporium for the merchandize which passes between Cairo and Judda; and in its bazaars, is bartered the corn of Egypt for the gums of Araby. Khennéh has a small garrison, and is governed by a chief, subject to the Governor of Upper Egypt. An Arab here bears the title of English Vice-Consul, who is very ready to afford assistance to travellers, as far as may lie in his power. This town is celebrated for its manufactory of porous jars, called *burdaks*, somewhat similar to those made at Arcot in the Carnatic; they are very cheap and plentiful all over Egypt. The most agreeable manner of travelling in Egypt, is by water, as sailing down the Nile is attended with no trouble; the scenery is beautiful and climate exhilarating; but, whenever the wind is contrary, the traveller will do well to land, and taking his gun in hand, to ramble through the country, where he will always meet with civility from the inhabitants, who are ever ready to dispose of their delicious bread, (somewhat resembling English muffins) butter-milk, eggs, and fruit, for a very trifle. The Indian will find much to remind him of some parts of Bengal in the valley of the Nile; the banks of which river are adorned by stately palm groves, extending far as the eye can reach; and his path will often lead him through the richest and most highly cultivated plains,

covered with luxuriant crops of white clover, wheat, indigo, cotton, lupines, (there an article of food) onions, sugar-cane, and beans. The fields are filled with cattle of all kinds, particularly cows of a very fine description, and in many parts of the plains, are to be found wild hog, hares, partridges, quails, ducks, and snipes innumerable."

Another traveller of high authority, the late Mr. D. Carmichael Smyth, of Calcutta, suggests that this journey may be performed in a much shorter time: the following are his remarks:—

"March from Cosseir at 5 o'clock A. M., and encamp at Bir-Ingliss, distant eleven miles. At this place there are wells of brackish water. You will be about five hours making this march.

"March from Bir-Ingliss at 5 o'clock A. M., and encamp at Moo-ullah; you will reach Moo-ullah about 4 or 5 o'clock in the evening. This is a long tiresome march of about thirty miles; the scenery towards the end of the march is, however, very striking. At Moo-ullah you encamp at a place that looks like an immense cave. Some wells of brackish water are about half a mile distant.

"The next day march again at 5 or 6 o'clock, A. M., and make a short march of four or five hours to Wad-ool-gush, distant about twelve miles. You encamp here in a mountainous open place, the wells being close to the encamping ground. The next march, to Ley-geetah, is a tremendously long one, being about forty-five miles; and some people halt half-way, at a place called Hummeerah. As there are no wells there, however, and as, on your arrival at Ley-geetah, you may be considered to have got over all the difficulties of the desert, I should recommend all my friends to undertake the long march. You must start from Wad-ool-gush at 5 o'clock in the evening, and by marching all night you will arrive at Ley-geetah by about 7 or 8 o'clock the next morning. At Ley-geetah there is an abundant supply of water,

and you will be able to purchase milk from the Bedouin Arabs, who are found at Ley-geetah in considerable numbers. You should here request the Bedouin chief to let you have some of his people to guard your tents at night. For this protection you must give him one or two dollars. The Bedouins are abominable thieves, and, should, you not retain their services, will certainly rob you.

"March from Ley-geetah the next morning at 6 o'clock, for Huj-jazah; this is an easy march of about twelve miles, and you will come to your ground about 1 o'clock, P.M. Huj-jazah is on the borders of the desert, and you should ride on yourself, and select a good encamping ground, on the corn-stubble, or close by the corn-fields, on the north-west side of the village. At Huj-jazah there is an abundance of very fine well-water. You will be able to hire a horse here, which I recommend you to do forthwith, as the change, after riding a donkey so long, is delightful. From Huj-jazah you march into Luxor, being twelve miles; and should you leave Huj-jazah at 6 o'clock, A.M., you will arrive at Luxor by 10 or 11 o'clock. You pass by Carnac, which is about one or one and a-half miles distant from Luxor, and you can gratify your curiosity by riding through these wonderful ruins, leaving an examination of them for some other day."

With reference to the mode of performing the journey, much information will be found in the following extract from a clever pamphlet published in Calcutta by Mr. John Blackburn, sub-editor of the *Englishman* newspaper, that gentleman having himself adopted it.

"The adoption by many travellers of the route by Cossier having rendered it worth the while of Mr. Waghorn, Mr. Hill and other residents in Cairo, to arrange for the convenient transit of the traveller, for a reasonable consideration, it is deemed advisable to write from India beforehand to one of these persons, intimating the extent of party, the proba-

ble date of arrival at Cossier, &c., in order, on landing, that servants, Arabs to pitch tents &c., may be found in readiness. Mr. Waghorn provides likewise *tukt-i-rowans*, donkeys furnished with side-saddles; also, a Janissary, a good cook and interpreters. The former will take charge of the tents, water, supplies, &c. &c. The same agents will provide boats at Luxor or Khennah, according to your previously expressed desire, and it may be taken as a certain fact that, without this precaution, the voyage from those places down the Nile to Cairo will be attended with very serious annoyance and inconvenience.

"Immediately on landing at Cossier, the traveller should proceed to the house of the Company's agent, and, with his assistance, engage camels and donkeys for the trip to Luxor or Kenneh, if not already engaged for him. Camels cost about two dollars for the trip—Donkeys about a dollar. Of the comparative merits of these animals for the personal conveyance of the traveller, it is sufficient to say, that according to most writers, the donkey is the most agreeable—the camel the most dignified! Much, however, must depend on the traveller's taste, or his physical powers: and perhaps the best way after all will be to vary the journey by riding three or four hours on each alternately. One traveller writes, 'I preferred riding the dromedary to the mule or ass, although most people prefer either of the latter to the former. You can change your position as often as you please on a good dromedary saddle, which cannot be done on either the ass or the mule, and the Turkish thickly stuffed and broad saddles are to an European most uncomfortable.' The carriage engaged—the servants you have brought with you from India dismissed, (for it is allowed by all travellers that beyond Cossier they are utterly unserviceable,) the next point is to arrange your baggage—of which, let us urgently repeat, a supply of fresh water and soda water brought from India should form a very large proportion—and then to load

your animals. All small packages should be avoided, as they are liable to be lost, and it would be well to have every thing fitted into camel-trunks in India.—The camel loads should be so arranged, as to avoid unpacking more than may be necessary; thus one pair of trunks might contain the table-apparatus, metal cooking-utensils, and a small quantity of liquor; the latter to be replaced from the principal stock as it becomes expended."

The traveller need hardly be reminded to take supplies of every kind with him; on this head Mr. Blackburn's advice may be again quoted.

"In arranging for the desert trip, let it be the first care of the traveller to provide himself with a servant who can speak both English and Arabic and understands the customs of the country; those who are deficient in these respects are utterly useless. A writer in the *Englishman* has declared that the best servants are to be had at Cossier or Suez.

"As the climate is extremely variable, alternating, at times, from the excessive heat of a sirocco wind, with the thermometer in the day time at 104, to a temperature of from 70 to 80 at night, with a piercing cold wind, a wardrobe of warm clothing and a supply of blankets are matters of essential importance.

"The traveller will materially consult not only his comfort but his health by securing a good wind and water-tight tent. A small one, ten feet long and about nine in height, in the form of a sepoy's pall, will be found sufficiently large for the accommodation of one person with all his requisite paraphernalia; such a tent may be purchased in India for 30 or 40 rupees. To prevent the access of the cold winds in the winter season, the scorching hot ones of the summer, and the suffocating dust at all times of the year, a thick canvas lining attached to the bottom of the tent, so as to fall a foot or two on the floor of the interior of it, will be found extremely useful; any heavy article of furniture—bullock or camel-

trunks—will answer the purpose of keeping the flap described close to the ground. A necessary tent will also be found extremely useful on the journey.

"A good supply of bottled water is an item in the traveller's wants to which the strictest attention should be paid; he must not only supply himself with a sufficient quantity, but be particularly careful that the bottles have been previously thoroughly cleaned and well corked. Although there are places in the desert in which tolerable water is procurable, they are extremely rare; a small quantity of powdered alum should be taken for its purification—a quarter of an ounce is sufficient to clarify seven gallons. Soda water will be found a very great luxury.

"Arab bread being coarse, heavy, and unwholesome—excepting some, occasionally to be purchased on the banks of the Nile—a good supply of cabin biscuits and rusks should be taken.

"Although milk is procurable at almost every village, a good milch goat, which can be purchased for a dollar and a half, is preferable, as it obviates tedious delays.

"A lady should take a side-saddle, riding on donkeys being a much pleasanter mode of travelling than the *tukt-i-rowan*, (which is somewhat similar to a palanquin, with the shafts slung between two camels,) the motion of which is exceedingly irksome, particularly when the camels do not step well together. There is another conveyance, called the *Mahaffa*, a sort of couch slung on either side of the camel.

"If children are of the party, panniers should be taken.

"The pleasantest mode of travelling, for gentlemen, is with stirrups and a mattress on a dromedary saddle.

"A light lined umbrella will be found very useful to those who purpose visiting the lions of Egypt, and we would recommend such travellers to provide themselves with donkeys, as they are not at all times procurable on the banks of the Nile; and trudging it, as the enthusiastic are sometimes tempted to

do, is very apt to knock up those unaccustomed to such violent exercise in a hot climate.

"Some travellers are addicted to the argumentum baculinum on occasions of trivial and very frequently of inevitable annoyance. This is a very injudicious policy, entailing discontent, obstinacy, and very often desertion—to say nothing of an occasional quid pro quo, (when the majority happens to be in favor of the assailed) which by no means leaves the traveller a gainer in the fray. It is much more advisable to conciliate the Arabs with timely douceurs to expedite their labors in the camp equipage department—urging the camels, &c. &c., and nothing will be found more efficacious in that respect, than small presents of brandy, for which the Arabian palate has an exceeding relish."

Mr. Hogg, before quoted, also writes :—

"A traveller will of course regulate his preparations according to his resources, and when aware that there is little difference between travelling through the desert, and marching in India, he will experience no difficulty in making arrangements beforehand. He should bear in mind that by the overland route the expense of a large stock of clothes, necessary on a long sea voyage, is spared; moreover, as he will find it conducive to his comfort to be but little encumbered with baggage, everything superfluous had better be left under the care of Mr. Waghorn's agent at the port where he may disembark on the Red Sea; since such may be found of after use when returning to India.

"The climate of Egypt is so much cooler than that of India, during the winter months, that an equal stock of wearing apparel would prove but an encumbrance. For a lady, a cloth or cachmere gown, with a long petticoat that can be thrown off or put on, as she may be walking or riding, is more convenient than a habit, and the best travelling dress possible.

"The best travelling cots are those on brass triangles;

they should be provided with blankets, and have baize curtains round the head, to exclude the piercing night air of the desert, which is found distressing to ladies; but a common sea cot, on a folding frame, is an excellent substitute: and it should be fitted up with pockets, to contain loose articles, such as writing materials, a change of linen, &c."

Some further useful hints may be deduced from the following extracts of a letter addressed by Mr. Andrew Wight, late of Calcutta, to a friend who contemplated the same trip which he had himself performed.

"Crossing the desert is a matter of neither great exertion nor difficulty, provided you have a good head servant, accustomed to travel. But I must confess that I would not like to travel as some passengers have done; for instance, taking their tents without men to pitch them, trusting to the camel-drivers (return camels from Egypt) to do so, and only taking one tent. The Company have six or seven pretty Bechur's tents lying with the agent here, available to travellers; and to a person accustomed to travel in India, who knows a little of what he is about, who will take a little personal trouble, and be at a very little additional expense, the trip may be made without any great sacrifice of comfort or of convenience. I picked out two of the best tents I could get, opened them out, and satisfied myself that they were complete in every respect. I employed five strong Arabs, who understood the pitching of them, for each tent. I got the agent's mule and ass for riding across. Camels are procurable at Cossier in abundance; we paid sixteen piastres each at Luxor; they were return camels. Having got our baggage ashore and ready, I despatched, on the evening previous to my starting, the heavy baggage and one of the tents, with orders to pitch it at the first stage, and have all ready next morning by the time I came up. In charge I sent one of my servants, keeping the head servant with myself; I thus had always my heavy baggage and a tent in ad-

vance of me, bringing up the rear myself with the few light articles required; when I came up with the advance tent and baggage, everything was as comfortable as it could be, under all circumstances; instead of having to wait until the camels came up with the tent and baggage, or being obliged to keep slow pace with them, I used to hurry on to the advance tent, which was pitched and arranged, and ready for my reception, leaving the rear party to follow at the usual pace, travelling either at night or during the day. This plan is most convenient, for it is a great drawback after a long journey, to stand for an hour, either in the sun, or during a cold dark night in the desert, without shade, or even a seat to rest upon, until your tent is got down from the camels, unpacked and pitched."

For the further journey down the Nile to Cairo, Mr. Wight's letter is again resorted to:—

"Captain Head, in his work, advises the Indian traveller to cross to Luxor direct, instead of proceeding to Kennah; and upon this, several of the party from the steamer came to Luxor, and were thereby put to the greatest inconvenience and deprivation of everything in the shape of comfort; for there is no place here to live in, save among the ruins of Luxor, or on the opposite bank, in the tombs: there the traveller may find shelter from the sun, but that is all. Seven of these gentlemen were found, on our arrival, huddled together in two chambers of the ruins there—sea-cots serving them for beds, and also as tables to eat their victuals from, without a chair or any article of furniture; and after remaining there for four or five days, unable to procure boats, they were at last obliged to descend the Nile to Kennah, in the open ferry-boat, which carries passengers across the river from Luxor to Goresnore.

"If a person has a tent, canteen, stores and travelling equipage of even a tolerable description, he is, of course, independent of a boat at Luxor, for he can pitch his tent and

bivouack, and after satisfying his curiosity here, he can strike his tent, and march down the Nile to Kennah, which would be pleasant enough, as plenty of camels and donkeys are procurable. But unless he is provided with these, or has arranged to have a boat waiting for him before-hand at Luxor, he ought on no account to cross to Luxor direct, but to go to Kennah, for boats are only procurable there, and these of a very inferior description, at exorbitant prices. All are filthy in the extreme, swarming with vermin. Dr. E., whom I met at Luxor on my return from Assouan, came to Kennah from thence with us. He, at Kennah, procured a boat for Cairo—an open boat, in which the Reis agreed to erect a mat covering something like that on the Calcutta dinghies, for which four hundred piastres was to be paid. After the agreement was made, I proceeded with him to inspect the boat, and see it sunk to destroy the vermin; for unless you see this done, you are likely to have but an uncomfortable trip, as neither the boatmen, nor your own servants, will take the trouble to do so, although they will most barefacedly tell you it has been done. We went on board, and found it loaded to the gunwales with a cargo of pigeon dung, over which it was proposed to erect a chopper house, for the doctor's trip to Cairo. He of course abandoned the thoughts of travelling in this conveyance, and by remaining two or three days longer than we did at Kennah, he procured another boat for five hundred piastres, but very little better. From what I have myself seen and learnt from the party who came to Thebes, and preceded us down the Nile to Alexandria, I certainly would never recommend either a gentleman with ladies, or a person in delicate health, to cross into Egypt from Cossier, without having made previous arrangements at Cairo for servants and boats, to meet him at Kennah or Luxor. A bachelor or gentleman travelling individually and in health, may rough it; but, unless he provides himself with good travelling material, he will find that it is a more serious undertaking than he anticipates. It

may be a little more expensive to order boats and servants to proceed to Cossier or Thebes, to wait the arrival of a traveller from India; but if health and comfort are to be studied, the expense is but trifling, compared to the inconvenience and discomfort of arriving at the Nile tired and fatigued from the trip across, and not a boat to be found to proceed on in; and even if the best up-country boats are to be procured, they are uncomfortable and most filthy, moreover most expensive. For two which I went on board of at Kennah, with much less accommodation than my largest boat, the Reis asked three thousand five hundred piastres each, to proceed to Cairo, in a voyage of fifteen or sixteen days; while I paid twelve hundred piastres a month for my largest boat. I had two boats, the largest with two masts, something like a middle-sized Calcutta pinnace, manned with fourteen oars, fourteen men, and a Reis. It contained a fore cabin, seven feet long by ten broad, in which Dr. B. and I slept, one of us on each side, a good sleeping or dressing cabin behind, and abaft that, a small bathing room, in which was a water-closet; on the deck between the front cabin door and the main mast, was a space of twelve feet long and ten broad, over which an awning was spread, except when the wind was a-head. Under this awning we usually breakfasted and dined. There was an excellent cooking place, but I did not permit the cooking to go on here. The other boat had likewise two masts, with eight men and the Reis. The cabin was much less convenient than the other, being about ten or twelve feet long, but like all boats on the Nile, low in the roof; in fact, it could only be used as a sleeping boat, there being in it room enough for two persons to place their beds on the floors of their boats; the height of the cabin was only four feet. Here the natives merely place on the deck cushions or divans, and sit on them, native-fashion, and not as we do, on benches or chairs, and therefore the boats seldom have seats or benches, and are made low in the roof. To this boat there was no water-closet, a great want.

In it Mr. H. slept and made the fore part of it the kitchen, using the large boat as a mess boat. For this boat I paid five hundred and fifty piastres a month. I had the Reis of each boat bound by an agreement in writing, which is absolutely necessary, and he was bound to obey my orders in every respect, to sail when and where I pleased, and morning or night. Contrasting the hire of these boats per month, their accommodations, &c., with the sums paid for boats by the party who proceeded down to Cairo from Kennah, I think that I was much under the expense incurred by them, comparatively speaking, and certainly far superior in accommodation and comfort. I had them most comfortably fitted up, and panelled, the expense of which I also was at and which was considerable; but this might have been dispensed with to a great degree: my servants, however, had seen that they had been well cleansed and sunk for three days, whereby all vermin was destroyed, and I had the consolation of having been entirely free from annoyance on this score, while I heard most grievous complaints from the others, who came from Kennah, of the rapacity of the Egyptian vermin in them. Indeed, some were thereby entirely deprived of rest and sleep. My servants and boats were hired at Cairo, on the 18th of March, and were ready for me when I arrived at Cossier and Thebes in April, and by the 18th of May, I had ascended the Nile to Philæ and the first Cataracts, and descended to Cairo and discharged the boats, after having had them two months. In all three thousand five hundred piastres for boats. Mr. H. had procured for me the firman of the Pasha, through the consul, for travelling in Egypt, which is sometimes of great use, not only as a protection for yourself and property, but for the boat and crew from being impressed into the Pasha's service, and moreover, in applications which you may have to make to the authorities in passing; we had recourse to it on two occasions, and found it of great benefit."

Mr. Hogg also affords some further information.

“Leaving Luxor in the night, we arrived at Kennah the following day, and after visiting the temple of Denderah, or of Isis, on the opposite bank of the Nile, and remaining an hour or two at Kennah, we left that place for Cairo, arriving there in thirteen days. As the plague was raging in most, if not all the towns and villages on the Nile, between Kenneh and Cairo, particularly at Siout, where it was carrying off three or four hundred a day, we did not land at any place of note until we came within fifteen miles of Cairo, and had the pyramids of Dashores in sight. As in visiting the pyramids, the traveller has to come from Cairo to Gizah, which lies on the Nile above the port of Cairo, about six miles, I resolved not to enter Cairo until I had visited the pyramids, which I found I could do more easily, and in less time by going on shore from my boat, and thereafter dropping down to the port; so I came to, under the village of Bedrasheen, for the purpose of visiting the pyramids of Saccara, and the site of Memphis, which lately has been placed beyond a doubt by the discovery of the statue of Sesostris, which stood before the temple of Vulcan. This is the course an Indian traveller descending the Nile ought to pursue; for he visits these places with little trouble and time from his boats, while, if he comes from Cairo for the purpose, it will occupy him two or three days at least in doing so. I left my boats with Mr. H. at mid-day, and walked; we passed the village of Bedrasheen, and then across a plain, and entered the palm tree wood, or grove, which covers the high ridge or mound, formed by the ruins of the ancient Memphis. Passing through this wood, with these mounds on each side, the traveller approaches a small open circular plain, surrounded with these mounds, and which is supposed to have been the Acherusian Lake of the city; on the south side of this, close on the edge of the open space, but in the grove, the large colossal statue of Sesostris is to be seen. It was lately discovered

and laid open by Mr. Sloan and Monsr. Caviglia, and certainly is the most perfect statue I have seen in Egypt, and the most beautifully formed. It lies with its face downward, which, with the statue from the ancle upwards, is perfect. It is broken off below the ancle, and the entire length of the block now remaining, is thirty-six feet six inches. The ruins of the edifice before which it had stood, are apparent under the rubbish which surrounds the place; there is close to this spot the village of Metrahine, and it took me forty minutes to walk from my boats to this place, and thirty-five minutes more to the pyramids of Saccara, on the desert to the westward. The ancient Necropolis of Saccara, or, as some writers suppose, of the city of Memphis, extends for miles round the pyramids. Indeed, I believe from the pyramids of Dashores to those of Cheops and Cephrenes, the large pyramids, is one continued burying-ground. The pyramids of Dashores to the south, we had not time to visit, but they are remarkably well worth inspecting, I understand, and if a person leaves the boats in the morning, they, as well as the pyramids of Saccara, and the excavations and tombs in the rocks, may all be inspected in one day; we got asses at the village of Saccara to bring us back, and I returned to my boats much gratified with the excursion. Next morning we found ourselves off the village of Gaza. We landed and took donkeys, and passed the day in visiting the large pyramids. The following morning we passed the Island of Rhode, visited the Nilometer, and after sailing down about half a mile, and passing the aqueducts of Lubuddia about one hundred yards, landed again on the island, and entered the gardens of Ibrahim Pasha already noticed. These gardens are most delightfully situated and tastefully laid out, and kept under the superintendence of Mr. T. and Mr. M., one a Scotchman, the other an Irishman. From this point we sent on our boats to the port of Boulac."

Mr. Carmichael Smyth, in addition to some valuable suggestions, gives the distances from Luxor to Cairo.

"If you do not mind the expense, I should recommend your sending money and an order to Mr. Waghorn or to Mr. Hill, at Cairo, to send up boats for you to Luxor. Excellent clean boats are procurable at Cairo, with good boat-people; and by writing from Calcutta beforehand, and stating the time you expect to be at Luxor, they will be able to have the boats all ready waiting your arrival. The size and number of the boats must depend on your party: but this (if the number of persons is stated) may be safely left to them. A separate cook-boat is, however, at all events necessary, and should be indented for. If you do not choose to go to the expense of having boats up from Cairo; then, directly you land at Cossier, lose no time in sending an express to the Company's agent at Kenneh, requesting him to send up boats for you to Luxor. These boats are country boats, and sometimes are very dirty indeed; they must always be well cleaned and purified before you can use them, to get rid of the vermin—rats, bugs, and fleas. The boats should be sunk in the river for twenty-four hours, and then well scoured and washed; you should take three or four bottles of chloride of lime with you, and have the cabins washed out with the mixture every day, not omitting to have some sprinkled over your cot and bedding. The front part of the boat, extending from the cabin to the mainmast, should be covered over with canvas, and if well done, it will make a very good place to sleep in: for in the cabins of a country boat I would not recommend any one to place his cot. For the purpose of fitting up the boats, you should take with you two pieces of canvas, made up—say, each piece about sixteen feet long and eight feet broad—with eye-holes drilled therein, so as to enable you to lace the canvas to the boat. You will also require three bamboos, or pieces of wood, each twenty feet long, and six smaller bamboos, each about five feet long, to

make a house or cabin over the deck. The canvas should be covered with country mats, to keep out the sun. A filterer is indispensably necessary on the Nile. Take also hooks and nails with you, to fix up in the boat; the sutingees of your tent will also be of service in making the boats comfortable. The principal thing to be attended to in the boats is cleanliness, and that is only to be obtained by making your servants clean and wash the boats out carefully once, if not twice a day. Nothing fit to eat is to be got going down the Nile but eggs and sugar, and occasionally a few chickens; the bread is abominable, as is also the butter. If you have a gun, you may shoot plenty of pigeons and larks and occasionally some quail.

“Our party left Luxor the 7th March, and arrived at Cairo on the 26th; we met, however, with very strong northerly winds. The distances of the principal stations from one another are as follows:—

	Miles.
From Luxor to Kenneh	49
From Kenneh to Gergeh	73
From Gergeh to Sciout	97
From Sciout to Minieh	106
From Minieh to Benisouef	85
From Benisouef to Cairo	83
Total ..	493

“Sciout is the capital of Upper Egypt.

In addition to the route from Cairo to Alexandria by the way of the river Nile and Mahmoudieh Canal, as noted in the body of this work, there are two others: 1st, viâ Rosetta and the Delta by land; and 2nd, across the desert; of the latter Mr. Hogg writes:—

“Passing a vast canal, the road runs by Tookh-el-Nassera, Kafr Diami, Beyr, Sa-el-Hajjar, supposed to stand near Saïs, once the capital of Lower Egypt, to Deir Ibrahim, a large

village celebrated for its mosque, where, according to Denon, two hundred thousand pilgrims resort annually. The villages, though small, are numerous in this part of Egypt; the road runs near the river till it reaches Fouah, a large town on the right bank of the Nile, where is the famous Military *Tarboosh* manufactory, as also one of *Taboots*, a kind of cloak. The river is again crossed at Tifeni, and the road passes through a marsh, abounding in snipes, ducks, and other water fowl, till it reaches the desert, which is enlivened by small groves of date trees, and extends to the edge of the river.

"The city of Rosetta or *Rashid*, is surrounded by low walls, and at a distance, has somewhat the appearance of an European town, but this resemblance vanishes on entering; though its lofty houses, with projecting latticed windows in the form of Gothic turrets, its long streets, numerous mosques, and large squares, give it an imposing air. Rosetta was formerly a place of considerable commerce, but since the formation of the Mahmoudieh canal, the trade between Cairo and the court has been almost entirely turned into another channel, and Fouah is now enriched, at the expense of Rosetta. The last town is still celebrated for its manufactory of cloths. The rice grown in its vicinity, called Sultani, is of a very superior description. Here, some years since, the Pasha expended large sums in the erection of mills worked by steam, for separating the rice from the husk. On trial, however, they were found to be a failure, as they crushed and spoiled the grain, which caused their discontinuance. The shoonah, or store-house of the Pasha, generally contains a vast quantity of grain, and a number of hands are then constantly employed.

"The Government tannery, under the management of Monsieur Rossi, is a profitable establishment, and finds employment for about a hundred Arabs. The smithy is also a large and remarkably well-conducted establishment, contain-

ing about eighty forges, constantly employed in preparing iron work for the navy.

"The gardens of Rosetta have always been celebrated for their extent and beauty; they are situated to the south of the city near the Convent of Aboo-Mandoor, and are a perfect wilderness of pomegranate, fig, lemon, citron, and orange trees, growing in unpruned luxuriance. Near the convent of Aboo-Mandoor is a telegraph erected by Mahomed Ali, on an old tower on the summit of a lofty eminence, which commands an extensive and interesting view.

"The road from Rosetta to Alexandria passes the village of Aboukir, along a strong embankment erected by the Pasha to exclude the waters of the bay from Lake Mareotis, thence across the desert near the ruins of Canopus, and enters Alexandria through the Rosetta or Canopic gate.

"The time occupied in this route may be estimated at seven days, viz :—

To Bersham	1 day.
„ Tookh el Nassera.....	1 „
„ El Kodabé	1 „
„ Fouah	1 „
„ Rosetta	1 „
„ Alexandria	2 „

"The journey from Cairo to Alexandria, across the desert, may be performed *viâ* Niguillah, along the western branch of the Nile, thence to Damanhour, a large military station, and from there to Keraoum, and along the bank of the Mahmoudieh to Alexandria, or else on the eastern side of the river by the way of Shalakaum Penouf and Shabor to Damanhour, and so on to Alexandria. The distance may be easily performed on horseback in three days, or in four upon a camel."

Of the island of Philæ (above Thebes) Mr. Hogg writes :—

"The island of Philæ, is strictly speaking in Nubia, and

although only six miles above Assowan, is perhaps more to be admired for its situation; the island itself is a gem in a desert. No person ought to leave Egypt without visiting Assowan and Philæ, particularly if he goes up as high as Thebes, for he can form no correct judgment of Egypt and her wonderful and gigantic works, remnants as they now are of what they once were, unless he sees the temples and shrubberies at Esneh, Edfou, Koom, Ombos, Assowan, and Philæ, as well as those in the Thebaid and at Dendera. By traversing Egypt from Alexandria to Assowan, you can with ease, and without leaving your boats for twenty-four hours, inspect all those wonderful remains of labour and art, unequalled, I believe, in the world for extent or size as architectural works, and which, to the mind of the observer, places beyond doubt the wealth, the power, the science, and great population of ancient Egypt. To attempt to convey to a person who has not seen structures of the kind any idea of what these ruins are, is, in my opinion, out of the question. I could look upon them with feelings of astonishment mingled with awe, and from them receive impressions which it is out of my power to convey to others, as I cannot define them to myself. In the granite quarries at Assowan, from whence these immense monuments were taken, are two unfinished sarcophagi and an obelisk cut and formed, but still attached to the native rock. The obelisk is shaped out and cut round on all sides except its under one, a bed which still attaches it to the rock. Dr. B. and I measured it with my measuring line, and found it seventy-six feet in length and twelve feet broad, and in depth to the drift sand in which it was imbedded, six feet thick; we could not clear away the sand either at the base end or at the sides to see its full length and depth. The marks of the workman's chisel and wedge, with which instruments it appears these immense masses have been disjointed from the native rock, are as fresh as if they had been applied but yesterday. It is incon-

ceivable how such entire masses could have been taken from their bed to the Nile, a distance of at least a mile and a half, and from thence transported to where we see them still standing, seventy, eighty, and ninety feet in height, and eight, ten, and twelve feet square at the base, as at Luxor, Carnac, Heliopolis, Ammon, and at Alexandria, covered with deeply engraved figures and hieroglyphics, in some places still bearing as glossy and fresh a polish as at the period of their erection. I must correct myself in the assertion that you can see all these remains without being absent from your boats twenty-four hours, for, on recollection, there are some magnificent ruins in the Typhonium, or rather I believe in the great Oasis, which it takes some days to cross to. In the island of Philæ there are some beautiful and extensive remains of Egyptian, as also one of Grecian, architecture.

Parties from Egypt, who purpose returning to England by the Continent of Europe, in lieu of proceeding by the Peninsular Company's Steam Vessels, must, of necessity perform quarantine at Malta. The duration of this altogether depends upon circumstances, and under the most favorable, may not exceed fifteen days; but should there be any cases of plague in Alexandria, and the vessel in consequence have a foul bill, the time is considerably increased. The following regulations, in force at the Lazaretto at Malta, are extracted from Mr. Carmichael Smyth's pamphlet.

GENERAL REGULATIONS

To be observed by all Persons performing Quarantine in the Lazaretto of Malta.

1.—All passengers on landing are to give their names to the Captain of the Lazaretto, which are to be entered in the Registry of the office.

II.—The Captain of the Lazaretto will assign apartments for passengers, and who are not to be permitted to enter other apartments; nor can they be allowed to receive visitors, except at the Parlatorio of the Lazaretto, and that only during office hours.

III.—Passengers must pay strict attention to all the instructions they may receive from the Captain of the Lazaretto, and from the Health-Guardians, and particularly in every point that regards their baggage, clothes, &c., being properly aired and handled during the period of their quarantine; and their quarantine will only commence to reckon from the day on which all their baggage, clothes, &c., have been duly opened and handled.

IV.—All letters and parcels, or other effects brought by passengers, must be given up, in order that they may be fumigated or depurated separately from them, as the occasion may require.

V.—All cases of sickness must be reported immediately to the Captain of the Lazaretto, and all persons sick are to be visited immediately by the physician to the Lazaretto.

VI.—Each passenger will be provided with two chairs, a table, and a wooden bedstead, and no charges are made at the Lazaretto, except the pay of the guardian, which is due to government, at the rate of 1s. 3d. per day for a single passenger, or at the rate of 2s. 6d. per day for the number that may be employed when there are several passengers. The guardians are to be victualled by the passengers, or an allowance of 7d. per day be given to each guardian in lieu thereof. Any damage done to the furniture or apartment is to be paid for by the passengers before pratique.

VII.—The office hours at the Lazaretto are from 8 A.M. to 12, and from 2 P.M. to 5 daily; and all letters sent to the fumigating room before 9 A.M. daily, will be delivered in Valetta at 10; and those sent before 3, will be delivered in Valetta at 4 P.M. by the letter messenger.

VIII.—A daily report of all circumstances is to be made by the Captain of the Lazaretto to the superintendent of quarantine.

E. BONAVIA.

Superintendent of Quarantine.

N.B. A Trattoria has been established at the Lazaretto for the convenience of passengers, from whence they can be supplied with dinners, wines, &c. &c. in their own apartments.

Beds complete, and other articles of furniture, if required, can also be hired from a person appointed to provide them.

A note of charges for the Trattoria, and for the hire of furniture, will be furnished to the passengers on their applying for it.

JOSEPH AND LOUIS GARCIN, BROTHERS,

Supply articles of furniture to passengers, at the Lazaretto and Fort Manuel, at the following rates per day :—Iron bedstead, with musquito curtains, 2½d.; a mattress and two pillows, 3d.; a palliasse, ½d.; a pair of sheets, 1d.; a pair of pillow-cases, ½d.; coverlids, each, ½d.; bedside table and mat, ½d.; wash-stand table, complete, 1d.; dressing-table and looking-glass, ½d.

Passengers are to pay for any article of furniture missing, broken, torn, or in any manner damaged or destroyed.

N.B. Passengers taking the whole set of furniture pay 8d. per day.

VICTOR BREMEN, Inkeeper at Fort Manuel, Malta.

Price of Breakfast for a single person, one shilling and eight-pence, consisting as follows :—

Tea or coffee and milk (at pleasure), 1 loaf, 2 new-laid eggs, 1 small form of fresh butter, 1 dish of cold or hot meat, vegetables, viz., radishes, cresses, &c.—The same breakfast without meat, 1s. 2d.

Price of Dinner for a single person, four shillings and four-pence, consisting as follows :

One soup, garnished fish or beef, 1 ragout, 1 roast, 1 dish of dressed vegetables, 1 sweet dish, cheese, 2 kinds of fruit, 1 loaf, 1 bottle of wine, common.—The same dinner without fish, 3s.—The same without fish or beef and sweet dish, 2s. 6d.

Price of Wines and Liquors.

Bordeaux, Lafitte, and Champagne, 6s. ; Port, 4s. 6d. ; St. George's, 2s. 1d. ; Sherry, 4s. 6d. ; Cassis, 2s. 1d. ; Marsala, 1s. 3d. ; Malaga, 1s. 6d. ; Double beer, 1s. 3d. ; Ale, 1s. 3d.

Liquors.

Dutch Curaçoa, per flask, 6s. 6d. ; Maraschino of Zara, per flask, 5s. ; Cognac, per bottle, 3s. ; Brandy, ditto, 3s. ; Hollands, ditto, 2s. 9d. ; Jamaica rum, 3s.

N.B. Passengers will be supplied with all necessary table furniture ; but they are to pay for any article missing, broken, or in any manner destroyed.

FINIS.

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CALCUTTA STAR, 24TH NOV., 1841.

"Having endeavoured to put our opinion impartially as to the literary merit of the *HAND BOOK*, it remains only to add that it is one which every tyro should have, and no established resident will regret to have. It will lead the younger onward by pleasant paths, and familiarize him with a country that, probably, will command the larger portion of his existence. It will teach him where to search for amusement, varied and infinite, and how to avoid imposition. The long fixed settler, will, in it, and through it, live over the scenes of his youth again,—and both will learn how much may be accomplished by enterprise and activity, *en parcourant autant de terre*,—or in the words of the writer, "how much may be seen in little more than four months." He has found that, "in this short period, the most interesting part of India, including the three Presidencies, may be visited; the wonders of Delhi and Agra surveyed; a month passed among the sublime scenery of the Himalayas; hundreds of miles of the celebrated rivers Ganges, Jumna, Sutledge, Indus, and Nile, may be traversed, and a passing glance at Egypt obtained." This passage is an epitome of the work in fact, and when we state that additionally, it contains in an appendix, Tables of Routes with the respective distances between stage and stage—Tables of Expense—several other overland routes as published by individuals traversing them—a short but graphic description of the architectural wonders of Egypt—a vocabulary, English and Arabic, concise indeed, but eminently useful, to the stranger—*cum multis aliis, quæ nunc, &c.* the *HAND BOOK* it will be confessed has a merit which the sincere modesty of the writer would hide, but which we ourselves, not ignorant of much that is portrayed, have perused with unabated satisfaction, from beginning to end, and we think enough has been urged to establish that, in our judgment at least, it is highly recommendable, as a most useful, interesting, and acceptable offering to the patronage of the Indian public."

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ASIATIC JOURNAL, 5TH JULY.

"It is one of those books in which the useful and the agreeable are mingled, which may be resorted to both for information and amusement; full of useful hints to the Traveller, and will prove an invaluable *vade mecum* to those who visit India, either for business or pleasure. The appendix is full of valuable matter which will supply the traveller not only with all he wants in the way of road knowledge, but with a little library on Egyptian antiquities."

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"This Hand-Book might have been called original travels without any great stretch of modesty, and as such it will be found both instructive and amusing, even to those who have no intention of going over the route in their own persons. The appendix contains sundry useful tables, separate guides to Calcutta, Madras, and Bombay, and various other matters of interest and importance to the Traveller."

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"The work before us is entitled to our unqualified commendation. In the compass of five hundred pages, we have every sort of information that a Traveller in India can desire. Nothing can be more complete than the details given, and every thing that can conduce to the comfort or amusement of the traveller is treated of *seriatim*. The HAND BOOK before us is a work, which from its great practical usefulness, is calculated to obtain very wide circulation; it being decidedly the most complete work of its class that has yet issued from the press."

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24 pairs cotton half hose, 6 pairs merino half hose, 2 pairs silk ditto, 12 pairs white cotton gloves, 4 pairs military gloves, and 2 pairs braces.....	2	14	0
24 linen huckaback towels, 24 cambric pocket handkerchiefs, 2 pairs sheets, 2 pillow cases, 1 blanket, 1 quilt, 1 clothes bag, and 1 carpet bag.....	3	5	9
6 white jean jackets, 6 ditto trousers, 6 ditto waistcoats, 2 pairs fine brown linen trousers, 1 dressing gown, and 2 holland blouses.....	6	11	6
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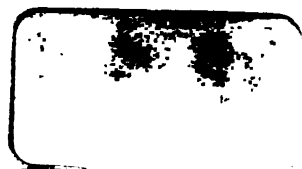
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